



BOARD OF DIRECTORS
POLICY, GRANTS, AND TECHNOLOGY COMMITTEE

September 18, 2024

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

COMMITTEE MEMBERS

VICKI VEENKER – CHAIR
MARGARET ABE-KOGA
NOELIA CORZO
JUAN GONZÁLEZ III
KATIE RICE

SERGIO LOPEZ – VICE-CHAIR
KEN CARLSON
JOELLE GALLAGHER
ERIN HANNIGAN

**MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC**

Bay Area Metro Center
1st Floor Board Room
375 Beale Street
San Francisco, CA 94105

Napa County Administration Building
Crystal Conference Room
1195 Third Street, Suite 310
Napa, CA 94559

THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED

These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Policy, Grants, and Technology Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.

The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at www.baaqmd.gov/bodagendas.

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/81111720625>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 811 1172 0625

Public Comment on Agenda Items: The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.

The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is *per se* disruptive to a meeting and will not be tolerated.

POLICY, GRANTS, AND TECHNOLOGY COMMITTEE MEETING AGENDA

WEDNESDAY, SEPTEMBER 18, 2024

1:00 PM

1. Call to Order - Roll Call

The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members.

2. Pledge of Allegiance

CONSENT CALENDAR (Item 3)

The Consent Calendar consists of routine items that may be approved together as a group by one action of the Committee. Any Committee member or member of the public may request that an item be removed and considered separately.

3. Approval of the Draft Minutes of the Policy, Grants, and Technology Committee Special Meeting of July 10, 2024

The Committee will consider approving the Draft Minutes of the Policy, Grants, and Technology Committee Special Meeting of July 10, 2024.

ACTION ITEM(S)

4. Consideration of Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024

The Committee will consider recommending the Board of Directors take a position on California Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, appearing on the November 5, 2024, Statewide General Election Ballot. This item will be presented by Alan Abbs, Legislative Officer.

5. Authorization to Execute Grant Agreements for Recommended Projects with Proposed Grant Awards Over \$500,000

The Committee will consider recommending the Board of Directors approve the award of state and local incentive funding for one project with a proposed grant award in excess of \$500,000 and authorize the Executive Officer/APCO to execute a grant agreement for the recommended project. This item will be presented by Chengfeng Wang, Manager in the Strategic Incentives Division.

INFORMATIONAL ITEM(S)

6. State Legislative Update

The Committee will receive an update on state legislation, including Air District sponsored and co-sponsored bills and other bills of interest that were still actively moving through the legislative process as of the July 10, 2024, Policy, Grants, and Technology Committee meeting. Specifically, staff will discuss the following bills: Assembly Bill (AB) 1465 (Wicks), AB 2298 (Hart, et al.), AB 2522 (Carrillo, Wendy), AB 2851 (Bonta), AB 2958 (Calderon), Senate Bill (SB) 382 (Becker), SB 674 (Gonzalez), SB 1158 (Archuleta), SB 1193 (Menjivar), SB 1298 (Cortese), SB 1234 (Allen), AB 98 (J. Carrillo), AB 180 (Gabriel), AB 218 (Committee on Budget), AB 1122 (Bains), AB 1296 (Grayson), AB 2401 (Ting), AB 2561 (McKinnor), SB 310 (Dodd), and SB 950 (Skinner).

The Committee will receive an update on the Governor's call for a special session of the Legislature to address California's gasoline supply and gas price spikes. This item will be presented by Alan Abbs, Legislative Officer.

7. California Air Resources Board Activities Update

The Committee will discuss recent California Air Resources Board activities and how those activities may impact the Air District. This item will be presented by Viet Tran, Deputy Executive Officer of Public Affairs.

OTHER BUSINESS

8. Public Comment on Non-Agenda Matters

Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is per se disruptive to a meeting and will not be tolerated.

9. Committee Member Comments

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)

10. Time and Place of Next Meeting

Wednesday, October 16, 2024, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Policy, Grants, and Technology Committee members and members of the public will be able to either join in-person or via webcast.

11. Adjournment

The Committee meeting shall be adjourned by the Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District's policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Suma Peesapati, at (415) 749-4967 or by email at speesapati@baaqmd.gov.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

375 BEALE STREET, SAN FRANCISCO, CA 94105

FOR QUESTIONS PLEASE CALL (415) 749-4941

EXECUTIVE OFFICE:

MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

SEPTEMBER 2024

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Finance and Administration Committee	Wednesday	18	10:00 a.m.	1 st Floor Board Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	18	1:00 p.m.	1 st Floor Board Room
Advisory Council Meeting	Thursday	19	9:30 a.m.	1 st Floor Board Room
Board of Directors Community Advisory Council Meeting	Thursday	19	6:00 p.m.	California State University East Bay Oakland Professional & Conference Center Trans Pacific Center 1000 Broadway, Suite 109 Oakland, CA 94607

OCTOBER 2024

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	2	10:00 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	9	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	9	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Finance and Administration Committee	Wednesday	16	10:00 a.m.	1 st Floor Board Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	16	1:00 p.m.	1 st Floor Board Room
Advisory Council Meeting	Wednesday	30	9:30 a.m.	1 st Floor Board Room

MV 9/9/2024 – 6:28 a.m.

G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Vicki Veenker and Members
of the Policy, Grants, and Technology Committee

From: Philip M. Fine
Executive Officer/APCO

Date: September 18, 2024

Re: Approval of the Draft Minutes of the Policy, Grants, and Technology Committee
Special Meeting of July 10, 2024

RECOMMENDED ACTION

Approve the Draft Minutes of the Policy, Grants, and Technology Special Meeting of July 10, 2024.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Policy, Grants, and Technology Special Meeting of July 10, 2024.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

ATTACHMENTS:

1. Draft Minutes of the Policy Grants and Technology Committee Special Meeting of July 10, 2024

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105
(415) 749-5073

Policy, Grants, and Technology Committee Special Meeting
Wednesday, July 10, 2024

DRAFT MINUTES

This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at www.baaqmd.gov/bodagendas

CALL TO ORDER

1. **Opening Comments:** Policy, Grants, and Technology Committee (Committee) Chairperson, Vicki Veenker, called the meeting to order at 11:03 a.m.

Roll Call:

Present, In-Person (Bay Area Metro Center (375 Beale Street, 1st Floor Temazcal Room, San Francisco, California, 94105): Committee Chairperson Vicki Veenker; Committee Vice Chairperson Sergio Lopez; and Directors Ken Carlson and Noelia Corzo.

Present, In-Person Satellite Location (Napa County Administration Building, Crystal Conference Room, 1195 Third Street, Suite 310, Napa, CA 94559): Director Juan González III.

Present, In-Person Satellite Location (Ava Community Energy, Conference Room 3, 1999 Harrison Street, Suite 2300, Oakland, CA 94612): Director Joelle Gallagher.

Absent: Directors Margaret Abe-Koga, Erin Hannigan, and Katie Rice.

2. **PLEDGE OF ALLEGIANCE**

CONSENT CALENDAR

3. **APPROVAL OF THE DRAFT MINUTES OF THE POLICY, GRANTS, AND TECHNOLOGY COMMITTEE MEETING OF MAY 15, 2024**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Director Corzo made a motion, seconded by Director Carlson, to **approve** the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of May 15, 2024; and the motion **carried** by the following vote of the Committee:

AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Hannigan, Rice.

ACTION ITEMS

4. PROJECTS AND CONTRACTS WITH PROPOSED GRANT AWARDS OVER \$500,000

Dr. Chad White, Supervising Staff Specialist, gave the staff presentation *Projects and Contracts with Proposed Grant Awards Over \$500,000*, including: action items; outline; Carl Moyer Program (CMP)/Mobile Source Incentive Fund (MSIF), Community Air Protection (CAP) Incentives, and Funding Agricultural Replacement Measures for Emissions Reductions (FARMER); Transportation Fund for Clean Air (TFCA); proposed projects; incentive funds awarded and remaining since July 2023, by project category and county; benefits to priority areas since July 2023; and recommendations.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the cost breakdown for a project that replaces diesel school buses with electric ones *and* installs supporting infrastructure (does the vehicle replacement or its supporting infrastructure cost more); why certain school bus projects are awarded more funds than others; the alignment between project scoring and equity goals (how household and/or school district of an area income factor in); commuter benefit programs that are funded under TFCA; whether the \$48.5M that was not allocated roll over to the next funding cycle; and appreciation for staff’s measuring of cost-effectiveness of projects.

Committee Action

Director Carlson made a motion, seconded by Vice Chair Lopez, to **approve** five recommended projects with proposed grant awards over \$500,000 and **authorize** the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended projects; and the motion **carried** by the following vote of the Committee:

AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Hannigan, Rice.

5. **RECONSIDERATION OF BOARD-APPROVED POSITION FOR SENATE BILL (SB) 1298 (CORTESE)**

Viet Tran, Deputy Executive Officer of Public Affairs, gave the staff presentation *Reconsideration of Board-Approved Position for Senate Bill (SB) 1298 (Cortese)*, including: outcome; requested action; bill summary; reason for consideration; bill status; and recap of requested action.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether the amendment to the bill requiring facilities’ backup generation technology meets best available control technology requirements prohibits future diesel generation; and whether other agencies and organizations that originally opposed this bill are also changing their positions, due to the bill’s amended language.

Committee Action

Director Gonzáles made a motion, seconded by Director Corzo, to recommend the Board of Directors do the following:

Change a former Board approved position on current legislation: Remove the Air District’s current Board-approved position of “Oppose Unless Amended” and move to a “Neutral” position for SB 1298 (Cortese) - Certification of thermal powerplants: data centers.

The motion **carried** by the following vote of the Committee:

AYES: Carlson, Corzo, Gallagher, Gonzalez, Lopez, Veenker.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Hannigan, Rice.

INFORMATIONAL ITEM

6. **STATE AND FEDERAL LEGISLATIVE UPDATE**

Mr. Tran gave the staff presentation *State and Federal Legislative Update*, including: presentation for information only; outline; outline; Air District-sponsored and co-sponsored bills: Assembly Bill (AB) 1465 (Wicks) – Nonvehicular air pollution: civil penalties, AB 2298 (Hart, et al.) – coastal resources: Protecting Blue Whales and Blue Skies program, SB 382 (Becker) – single family residential property: disclosures, SB 1095 (Becker) – Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances; Board-approved position bills: AB 817 (Pacheco) – open meetings: teleconferencing: subsidiary body, AB 1894 (Ta); nonvehicular air pollution: civil penalties, AB 2522 (Carrillo) – air districts: governing boards: compensation, AB 2851 (Bonta) – metal shredding facilities: fenceline air quality monitoring, AB 2958 (Calderon) – State Air Resources Board: board members: compensation, SB 537 (Becker) – Department of General Services: memorial to forcibly deported Mexican Americans

and Mexican immigrants (no longer pertains to the Air District), SB 674 (Gonzalez) – air pollution: covered facilities: community air monitoring systems: fence-line monitoring systems, SB 1158 (Archuleta) – Carl Moyer Program Air Quality Standards Attainment Program, SB 1193 (Menjivar) – airports: leaded aviation gasoline; other bills of interest: SB 1234 (Allen) – hazardous materials: metal shredding facilities; State Budget update Fiscal Year (FY) 2024-2025; and recent federal activities: pending federal legislation, House subcommittee testimony.

Mr. Tran then provided an update on pending federal legislative activity not listed in presentation: H.R. 8726 (IH) - Alan S. Lowenthal Blue Whales, Blue Skies Act (Carbajal and Huffman); and Proposition 4, a climate bond which would authorize the issuance of bonds in the amount of \$10 billion toward safe drinking water and groundwater, wildfire and forest programs, and to combat sea level rise.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed

- AB 817 (Pacheco) – whether anyone is supporting this bill;
- AB 2522 (Carrillo) – whether any air districts are supporting this bill;
- SB 1193 (Menjivar) – concern regarding duplicative efforts between this bill and Federal Aviation Administration (FAA), and whether this bill could override FAA regulations; and whether incentive dollars can be used to offset the costs of Supplemental Type Certificates;
- AB 2851 (Bonta) – whether this bill is anticipated to be approved by both houses during the current legislative session.

Committee Action

No action taken.

OTHER BUSINESS

7. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

8. COMMITTEE MEMBER COMMENTS

Director González thanked Air District staff for the explanations of the legislative items on this agenda.

9. TIME AND PLACE OF NEXT MEETING

Wednesday, September 18, 2024, at 1:00 p.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Policy, Grants, and Technology Committee members and members of the public will be able to either join in-person or via webcast.

10. **ADJOURNMENT**

The meeting was adjourned at 12:02 p.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Vicki Veenker and Members
of the Policy, Grants, and Technology Committee

From: Philip M. Fine
Executive Officer/APCO

Date: September 18, 2024

Re: Consideration of Proposition 4, the Safe Drinking Water, Wildfire Prevention,
Drought Preparedness, and Clean Air Bond Act of 2024

RECOMMENDED ACTION

The Committee will consider recommending the Board of Directors take a position on California Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, appearing on the November 5, 2024, Statewide General Election Ballot.

BACKGROUND

Proposition 4 – Authorizes Bonds for Safe Drinking Water, Wildfire Prevention, and Protecting Communities and Natural Lands From Climate Risks. Legislative Statute.

Information below as obtained from the [Official Voter Information Guide for the November 5, 2024, General Election](#):

- Authorizes \$10 billion in state general obligation bonds for various projects to reduce climate risks and impacts: \$3.8 billion for safe drinking water and water resilience; \$1.95 billion for wildfire prevention and extreme heat mitigation; \$1.9 billion for protection of natural lands, parks, and wildlife; \$1.2 billion for protection of coastal lands, bays, and oceans; \$850 million for clean energy; and \$300 million for agriculture.
- Prioritizes projects benefitting disadvantaged communities.
- Requires annual audits.
- Appropriates money from General Fund to repay bonds.

Key Goals of Proposition 4 Bond Funds

- **Drought, Flood, and Water Supply (\$3.8 Billion):** Increase the amount and quality of water available for people to use and reduce the risk of flooding.
- **Forest Health and Wildfire Prevention (\$1.5 Billion):** Improve the health of forests and protect communities from wildfires.
- **Sea-Level Rise and Coastal Areas (\$1.2 Billion):** Reduce the risks from sea-level rise, restore coastal areas, and protect fish.

- **Land Conservation and Habitat Restoration (\$1.2 Billion):** Protect and restore natural areas.
- **Energy Infrastructure (\$850 Million):** Support the state’s shift to more renewable sources of energy, such as offshore wind.
- **Parks (\$700 Million):** Expand, renovate, and repair local and state parks.
- **Extreme Heat (\$450 Million):** Reduce the effects of extreme heat on communities.
- **Farms and Agriculture (\$300 Million):** Help farms respond to the effects of climate change and become more sustainable.

Fiscal Effects

Increased State Costs of About \$400 Million Annually for 40 Years to Repay the Bond. The estimated cost to repay the bond would be about \$400 million annually over a 40-year period. Payments would be made from the state General Fund. (The General Fund is the account the state uses to pay for most public services, including education, health care, and prisons.) This would be less than one-half of 1 percent of the state’s total General Fund budget. Since the state has to pay interest on the money it borrows, the total cost of the bond would be about 10 percent more (after adjusting for inflation) than if the state paid up front with money it already has.

Likely Reduced Local Costs for Natural Resources and Climate Activities. The availability of state bond funds could have various fiscal effects on local governments. In some cases, the additional state funding could replace local government money that would otherwise be needed to pay for a project. For example, this could include using bond funds to help support an essential water treatment facility the local government otherwise would have needed to fund by itself. In other cases, however, the availability of state funds could encourage local governments to spend more money to build larger projects than they otherwise would. For example, this could include adding additional amenities to a local park. On net, Proposition 4 likely would result in savings to local governments. The amount of these savings is uncertain but could average tens of millions of dollars annually over the next few decades.

Potential State and Local Savings if Funding Prevents Disasters. To the extent the bond funds result in completing activities that reduce the risk or amount of damage from disasters, it could reduce state and local costs for responding to and recovering from those events. For example, improving a levee could reduce the amount of flooding that occurs. Additionally, thinning trees in a forest could reduce the severity of wildfires. The amount of such potential savings is uncertain.

DISCUSSION

The Committee will discuss and consider recommending the Board of Directors take a position on California Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Alan Abbs
Reviewed by: Viet Tran

ATTACHMENTS:

- 1. Proposition 4 - Voter Information Guide
- 2. Consideration of Proposition 4 (2024) Presentation

PROPOSITION **4** **AUTHORIZES BONDS FOR SAFE DRINKING WATER, WILDFIRE PREVENTION, AND PROTECTING COMMUNITIES AND NATURAL LANDS FROM CLIMATE RISKS. LEGISLATIVE STATUTE.**

OFFICIAL TITLE AND SUMMARY

PREPARED BY THE ATTORNEY GENERAL

The text of this measure can be found on page 75 and the Secretary of State’s website at voterguide.sos.ca.gov.

4

- Authorizes \$10 billion in state general obligation bonds for various projects to reduce climate risks and impacts: \$3.8 billion for safe drinking water and water resilience; \$1.95 billion for wildfire prevention and extreme heat mitigation; \$1.9 billion for protection of natural lands, parks, and wildlife; \$1.2 billion for protection of coastal lands, bays, and oceans; \$850 million for clean energy; and \$300 million for agriculture.
- Prioritizes projects benefitting disadvantaged communities.
- Requires annual audits.
- Appropriates money from General Fund to repay bonds.

SUMMARY OF LEGISLATIVE ANALYST’S ESTIMATE OF NET STATE AND LOCAL GOVERNMENT FISCAL IMPACT:

- Increased state costs of about \$400 million annually for 40 years to repay the bond.

State Bond Cost Estimate	
Amount borrowed	\$10 billion
Average repayment cost	\$400 million per year over 40 years
Source of repayment	General tax revenue

FINAL VOTES CAST BY THE LEGISLATURE ON SB 867 (PROPOSITION 4)
(CHAPTER 83, STATUTES OF 2024)

Senate:	Ayes 33	Noes 6
Assembly:	Ayes 66	Noes 6

ANALYSIS BY THE LEGISLATIVE ANALYST

BACKGROUND

State Pays for Natural Resources and Climate Activities. The state pays for many activities aimed at conserving natural resources, as well as responding to the causes and effects of climate change (“natural resources and climate activities”). These activities focus on increasing the amount of water available for use, conserving land to benefit fish and wildlife, increasing recreational opportunities at state and local parks, and other purposes. In some cases, state government agencies perform natural resources and climate activities. In other cases, the state provides grants and loans to local governments, not-for-profit organizations, and businesses to support similar activities.

State Pays for Natural Resources and Climate Activities in Various Ways. Sometimes the state pays up front for natural resources and climate

activities with money it already has. In other cases, the state pays for these activities by using bonds. Bonds are a way that the state borrows money and then repays the money plus interest over time. (For more information about bonds, please see “Overview of State Bond Debt” later in this guide.)

Over the past decade, the state has spent an average of about \$13 billion each year (annually) on natural resources and climate activities. About 15 percent of this amount has been from bonds. The state still has a few billion dollars remaining from prior natural resources and climate bonds that have not yet been committed for specific activities.

Local and Federal Governments Also Pay for Similar Activities. In addition to the state funding, other entities also pay for natural resources and climate activities. For example,

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

in some areas, local governments pay for water and energy infrastructure as part of their roles as local utilities. Local governments such as cities and counties also pay for local parks. The federal government also pays for various natural resources and climate activities. For example, the federal government provides money to improve local drinking water systems and to build energy infrastructure.

PROPOSAL

New Bond for Natural Resources and Climate Activities. Proposition 4 allows the state to sell a

\$10 billion bond for natural resources and climate activities. Much of the bond money would be used for loans and grants to local governments, Native American tribes, not-for-profit organizations, and businesses. Some bond money also would be available for state agencies to spend on state-run activities.

Funding Would Pay for a Variety of Activities. As shown in Figure 1, Proposition 4 pays for activities within eight broad categories, each with different goals. Some of the main activities in each category are summarized below:

Figure 1

Key Goals of Proposition 4 Bond Funds
(In Millions)

Category	Key Goals	Amount
Drought, Flood, and Water Supply	Increase the amount and quality of water available for people to use and reduce the risk of flooding.	\$3,800
Forest Health and Wildfire Prevention	Improve the health of forests and protect communities from wildfires.	1,500
Sea-Level Rise and Coastal Areas	Reduce the risks from sea-level rise, restore coastal areas, and protect fish.	1,200
Land Conservation and Habitat Restoration	Protect and restore natural areas.	1,200
Energy Infrastructure	Support the state's shift to more renewable sources of energy, such as offshore wind.	850
Parks	Expand, renovate, and repair local and state parks.	700
Extreme Heat	Reduce the effects of extreme heat on communities.	450
Farms and Agriculture	Help farms respond to the effects of climate change and become more sustainable.	300
Total		\$10,000

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

4

- **Drought, Flood, and Water Supply (\$3.8 Billion).** Roughly half of this money would be for activities to increase the amount and quality of water available for people to use (\$1.9 billion). This would include storing water so it can be used during future droughts, as well as cleaning polluted water to make it safe to drink. Money would also be used to help reduce the risk of floods, such as by repairing dams and capturing and reusing stormwater (\$1.1 billion). The rest of the money would be used for various activities, such as restoring rivers and lakes.
 - **Forest Health and Wildfire Prevention (\$1.5 Billion).** All of this money would support activities to improve the health of forests and reduce the risk of severe and destructive wildfires. This would include thinning trees in forests that are overgrown and clearing vegetation near where people live. Money would also be used for other activities, such as helping homeowners make their properties more resistant to wildfire damage.
 - **Sea-Level Rise and Coastal Areas (\$1.2 Billion).** Most of this money would pay for activities to restore coastal areas and protect them from the effects of rising sea levels (\$890 million). This could include restoring wetlands so they can serve as buffers to rising sea levels. The rest of this money would be used to improve ocean habitats and protect fish and other marine wildlife (\$310 million).
 - **Land Conservation and Habitat Restoration (\$1.2 Billion).** This money would be used to protect and restore land for the benefit of fish and wildlife. For example, it could support purchasing land to set aside so that it is not developed.
 - **Energy Infrastructure (\$850 Million).** More than half of this money would support the development of wind turbines off the California coast (\$475 million). Most of the remaining money would pay for building infrastructure such as transmission lines to carry electricity long distances (\$325 million). The rest of the money would pay for projects to build large batteries that store electricity for when it is needed (\$50 million).
 - **Parks (\$700 Million).** The bulk of this money would support various activities that expand recreational opportunities at parks or reduce the impacts of climate change on parks (\$300 million). These activities could include adding new trails and parking areas. Some of this money would provide grants to local communities to build new parks or renovate existing parks (\$200 million). The rest of this money would be used to repair state parks and provide nature education (\$200 million).
 - **Extreme Heat (\$450 Million).** Much of this money would pay for activities focused on protecting communities from extreme heat (\$200 million). These activities could include adding trees and greenspaces. Money would also support places for people to go during heatwaves or disasters (\$100 million). The rest of the money would provide grants for local communities to conduct activities that provide environmental benefits, such as reducing air pollution (\$150 million).
 - **Farms and Agriculture (\$300 Million).** Much of this money would be used for activities that encourage farmers to improve soil health, reduce air pollution, and use less water (\$105 million). This money would also support community gardens and farmers' markets, such as by purchasing shade canopies (\$60 million). The rest of this money would support a range of other activities, such as purchasing vans to transport farmworkers and conserving farmland.
- Establishes Other Requirements for the Use of Funds.** Proposition 4 requires the bond money to be used in certain ways. For example, at least 40 percent of bond money must be used for activities that directly benefit communities that

ANALYSIS BY THE LEGISLATIVE ANALYST

CONTINUED

have lower incomes or are more vulnerable to the impacts of climate change. Proposition 4 also requires regular public reporting of how the bond money is spent.

FISCAL EFFECTS

Increased State Costs of About \$400 Million Annually for 40 Years to Repay the Bond. The estimated cost to repay the bond would be **about \$400 million annually over a 40-year period.**

Payments would be made from the state General Fund. (The General Fund is the account the state uses to pay for most public services, including education, health care, and prisons.) This would be less than one-half of 1 percent of the state’s total General Fund budget. Since the state has to pay interest on the money it borrows, the total cost of the bond would be about 10 percent more (after adjusting for inflation) than if the state paid up front with money it already has.

Likely Reduced Local Costs for Natural Resources and Climate Activities. The availability of state bond funds could have various fiscal effects on local governments. In some cases, the additional state funding could replace local government money that would otherwise be needed to pay for a project. For example, this could include using bond funds to help support an essential water treatment facility the local government otherwise would have needed to fund by itself. In other

cases, however, the availability of state funds could encourage local governments to spend more money to build larger projects than they otherwise would. For example, this could include adding additional amenities to a local park. On net, Proposition 4 likely would result in savings to local governments. The amount of these savings is uncertain but could average tens of millions of dollars annually over the next few decades.

Potential State and Local Savings if Funding Prevents Disasters. To the extent the bond funds result in completing activities that reduce the risk or amount of damage from disasters, it could reduce state and local costs for responding to and recovering from those events. For example, improving a levee could reduce the amount of flooding that occurs. Additionally, thinning trees in a forest could reduce the severity of wildfires. The amount of such potential savings is uncertain.

Visit sos.ca.gov/campaign-lobbying/cal-access-resources/measure-contributions/2024-ballot-measure-contribution-totals for a list of committees primarily formed to support or oppose this measure.

Visit fppc.ca.gov/transparency/top-contributors.html to access the committee’s top 10 contributors.

★ ARGUMENT IN FAVOR OF PROPOSITION 4 ★

4

YES on 4: TO CLEAN AND PROTECT OUR DRINKING WATER, PREVENT WILDFIRES

Prop. 4 makes urgent, commonsense investments to protect our communities, health, economy, and natural resources by:

- Cleaning up and protecting water supplies
- Preventing devastating wildfires
- Protecting forests, beaches, fresh water sources, and wildlife habitat

Voting Yes on 4 is urgently needed. California faces increasing threats from wildfires, water pollution, and extreme heat. Investments *today* can prevent future costs and damage from a changing climate and more frequent natural disasters.

PROVIDING CLEAN, SAFE DRINKING WATER

Prop. 4 will clean up and protect California’s drinking water supplies in all regions of California—remove toxic pollutants from our drinking water, addressing infrastructure risks like weakened dams and levees, and increasing supplies.

Today, nearly 1 million Californians lack access to drinking water that meets safety and reliability standards, according to the State Water Board. Yes on 4 helps ensure we all have safe water to drink.

PREVENTING DEVASTATING WILDFIRES AND SMOKE

Recent California wildfires have burned 2 million acres, released toxic smoke into our air, and polluted drinking water supplies. Fire damage and smoke have harmed quality of life and health, including children’s lungs, in every corner of California. Prop. 4 invests in projects to prevent wildfires, reduce their intensity when they do occur, and improve disaster response.

“Giving firefighters the tools to prevent wildfires is the best, most cost effective way to prevent the human and financial costs of these disasters. Prop. 4 makes the right investments to save lives and billions in response and recovery costs.”—Tim Edwards, President, CALFIRE Firefighters

PROTECTING FORESTS, BEACHES, RIVERS, STREAMS, AND WILDLIFE

Our beaches, forests, and mountains make California special, and we have a responsibility to protect them for our children and future generations. Protecting natural areas and wildlife is more urgent today than ever before, as we lose wildlife habitat, farm and rangeland, and even beaches wash away. Prop. 4 protects these natural areas from wildfire, pollution, and other threats from a changing climate.

PROTECTING PUBLIC HEALTH

By removing pollution from the air and toxins from our water, Prop. 4 protects the health of vulnerable seniors and children.

STRONG FISCAL RESPONSIBILITY, ACCOUNTABILITY & TRANSPARENCY

California is already paying the price for failing to adequately prepare for drought and a changing climate. This measure helps shift from disaster response to *prevention*.

Our state and communities will save billions more by avoiding and reducing damage from wildfires, droughts, and floods.

Prop. 4 contains strict fiscal accountability and transparency:

- Annual independent audits
- Full public disclosure of all future funding

Join California firefighters (CalFire Local 2881), the National Wildlife Federation, the Nature Conservancy, Clean Water Action, and water agencies including San Diego Co Water Authority: YES on 4.

Jennifer Clary, State Director
Clean Water Action

Tim Edwards, President
CALFIRE Firefighters

Beth Pratt, California Regional Executive Director
National Wildlife Federation

★ REBUTTAL TO ARGUMENT IN FAVOR OF PROPOSITION 4 ★

Clean drinking water and preventing destructive wildfires are necessities, not luxuries. These should be addressed within our state budget, not by demanding \$10 billion more from the taxpayers in the form of a bond that will cost nearly double to repay—\$19.3 billion.

The challenges we face with wildfires and water supply are the result of decades of neglect and mismanagement of our resources. Empowering tribal leaders for forest management and investing in water infrastructure could have prevented these crises. These aren’t random occurrences, but repercussions of misguided policies.

Despite politicians’ frequent promises for accountability, since 2000 California voters have approved over \$30 billion in natural resources bonds—with little to show. After years of refusing to prioritize spending on forest management, we are suffering the aftermath of major wildfires that could have been prevented, or at least minimized. After years of refusing to invest in water storage, we are facing water supply instability.

Instead of burdening taxpayers with a bond that overpromises, we should tackle these issues in the budget. *Real change stems from commitment, not quick fixes.* This isn’t just policy, it’s our future. Let’s choose pragmatism over procrastination.

Sacramento politicians should not demand more money from the taxpayers or pressure voters to pass an unrealistic bond package that lacks any lasting change to state policy. Vote NO on Proposition 4.

Vote NO on deferring our environmental responsibility at double the cost. Let’s invest in a greener tomorrow today.

Senate Minority Leader Brian W. Jones
Assemblyman Jim Patterson

Jon Coupal, President
Howard Jarvis Taxpayers Association

★ ARGUMENT AGAINST PROPOSITION 4 ★

TOO MUCH DEBT, TOO LITTLE BENEFIT: THE PROBLEM WITH PROPOSITION 4

Bonds are the most expensive way for the government to pay for things. Proposition 4 would add a whopping \$10 billion of debt to the taxpayers—PLUS an estimated \$9.3 billion in interest—to pay for climate-related programs. This funding would also cover administrative costs and salaries for grant recipients. But remember, this is borrowed money.

At the start of the year, California already had over \$78 billion of bond debt. Proposition 1 in March added another \$6.38 billion. Now there's a proposal to add an additional \$10 billion for ambiguous climate programs. Guess who's going to foot the bill? That's right—we taxpayers. Our tax dollars will be diverted from essential services to cover interest payments and principal repayment of the bond.

Bonds are borrowed money that must be paid back, PLUS INTEREST, no matter what the state must cut to do it. Governor Newsom already declared a budget emergency because the state spends more than it takes in. How many programs will have to be cut in the future to pay for Proposition 4? According to the nonpartisan Legislative Analyst's Office, we had a \$62 billion deficit this year. What will happen when we have both a deficit AND the obligation to repay this enormous bond debt?

Two years ago, California had a nearly \$100 billion SURPLUS. If these climate projects had been prioritized then, we could have covered the entire cost of this bond with just 10 percent of that surplus. Now, due to the government's inability to manage its spending, they are asking voters for more of their hard-earned money.

AS A VOTER, YOUR TAX DOLLARS SHOULD FUND YOUR HIGHEST PRIORITIES, NOT PET PROJECTS.

Bonds should be reserved for financing essential projects that will build infrastructure lasting beyond the 30-year payoff period. However, many elements of Proposition 4 fail to meet that standard, resulting in \$10 billion of spending just being added to the taxpayers' credit card—with a lack of accountability or measured metrics for success! Proposition 4 is full of money being funneled to unproven technologies that may sound promising on paper but have no concrete evidence of success. By committing funds to speculative projects, Proposition 4 overlooks long-term water storage and critical wildfire fuel management programs in favor of short-term, unproven projects.

IT'S RECKLESS TO USE COSTLY BORROWED MONEY TO PAY FOR UNPROVEN PROGRAMS.

Proposition 4 represents a reckless increase in state debt with questionable benefits. The government should prioritize essential services and ensure that any borrowing is reserved for projects that provide lasting, tangible benefits to the state and its residents. Vital programs should be funded in the budget with the taxes we already pay, not through costly borrowing. What's in the budget that's a higher priority than safe drinking water and wildfire prevention? Politicians should answer that question before racking up another \$10+ billion in debt that will have to be paid back, WITH INTEREST.

Senate Minority Leader Brian W. Jones
Assemblyman Jim Patterson
Jon Coupal, President
Howard Jarvis Taxpayers Association

★ REBUTTAL TO ARGUMENT AGAINST PROPOSITION 4 ★

YES on 4: ADDRESSES CALIFORNIA'S HIGHEST PRIORITY DRINKING WATER and FIRE PREVENTION NEEDS

California firefighters, clean water organizations, public health experts, and conservation groups urge YES on 4, to address our state's *most vital needs* for a safe water supply, wildfire prevention, and clean air.

The opposition itself admits, clean water and wildfire prevention are critical priorities.

Prop. 4 makes efficient, sensible investments in proven solutions: upgrading drinking water treatment to remove contaminants, fixing crumbling dams and levees to prevent floods, creating groundwater storage and recycling plants to boost supply and prepare for drought, and investing in effective wildfire prevention and containment strategies.

YES on 4: SMART, URGENT INVESTMENTS WITH STRICT ACCOUNTABILITY REQUIREMENTS, PROTECTS COMMUNITIES AND PREVENTS BILLIONS IN FUTURE COSTS

Yes on 4 is fiscally responsible and fully transparent. Nearly 1 million Californians lack access to clean drinking water. Yes on 4's investments strengthen safe water

supplies and flood control infrastructure—saving billions in temporary fixes and economic losses.

A UCLA study found 10 years of wildfire smoke have caused 50,000 premature deaths and \$400 billion in economic losses. Wildfire prevention saves six times its cost in reduced damage, while protecting our health.

“California's financial health is vulnerable to natural disasters, neglected infrastructure, and a changing climate. Without raising taxes, Yes on Prop. 4 saves California money while helping state and local governments protect our communities.”—Tim Gage, former state Director of Finance. California communities can't wait.

YES on 4: CLEAN DRINKING WATER, WILDFIRE PREVENTION, and OUR HEALTH.

Susana De Anda, Executive Director
Community Water Center
Sarah Gibson, Fire Manager
The Nature Conservancy

Christopher Chavez, Deputy Policy Director
Coalition for Clean Air



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 4

Consideration of Proposition 4 (2024)

**Policy, Grants, and Technology Committee Meeting
September 18, 2024**

Alan Abbs

Legislative Officer

aabbs@baaqmd.gov



Action Requested

The Policy, Grants, and Technology Committee (Committee) will consider recommending the Board of Directors take a position on California Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, appearing on the November 5, 2024, Statewide General Election Ballot.

Proposition 4 (2024)

- Authorizes \$10 billion in state general obligation bonds for various projects to reduce climate risks and impacts: \$3.8 billion for safe drinking water and water resilience; \$1.95 billion for wildfire prevention and extreme heat mitigation; \$1.9 billion for protection of natural lands, parks, and wildlife; \$1.2 billion for protection of coastal lands, bays, and oceans; \$850 million for clean energy; and \$300 million for agriculture
- Prioritizes projects benefitting disadvantaged communities
- Requires annual audits
- Appropriates money from General Fund to repay bonds

Key Goals of Proposition 4 Bond Funds

- **Drought, Flood, and Water Supply (\$3.8 Billion):** Increase the amount and quality of water available for people to use and reduce the risk of flooding
- **Forest Health and Wildfire Prevention (\$1.5 Billion):** Improve the health of forests and protect communities from wildfires
- **Sea-Level Rise and Coastal Areas (\$1.2 Billion):** Reduce the risks from sea-level rise, restore coastal areas, and protect fish
- **Land Conservation and Habitat Restoration (\$1.2 Billion):** Protect and restore natural areas
- **Energy Infrastructure (\$850 Million):** Support the state's shift to more renewable sources of energy, such as offshore wind
- **Parks (\$700 Million):** Expand, renovate, and repair local and state parks.
- **Extreme Heat (\$450 Million):** Reduce the effects of extreme heat on communities
- **Farms and Agriculture (\$300 Million):** Help farms respond to the effects of climate change and become more sustainable

Fiscal Effects

- Increased State Costs of About \$400 Million Annually for 40 Years to Repay the Bond
- Likely Reduced Local Costs for Natural Resources and Climate Activities
- Potential State and Local Savings if Funding Prevents Disasters

Recap: Action Requested

The Policy, Grants, and Technology Committee (Committee) will consider recommending the Board of Directors take a position on California Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024, appearing on the November 5, 2024, Statewide General Election Ballot.

Questions / Discussion

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Vicki Veenker and Members
of the Policy, Grants, and Technology Committee

From: Philip M. Fine
Executive Officer/APCO

Date: September 18, 2024

Re: Authorization to Execute Grant Agreements for Recommended Projects with
Proposed Grant Awards Over \$500,000

RECOMMENDED ACTION

The Committee to consider recommending the Board of Directors:

1. Approve one recommended project with a proposed grant award over \$500,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended project.

BACKGROUND

The Air District receives a variety of funding sources to implement grant programs that are designed to reduce air pollution generated by mobile sources. The funding sources discussed in this report include the Carl Moyer Program (CMP), Mobile Source Incentive Fund (MSIF), Community Air Protection (CAP) Incentives program, Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program, and the Transportation Fund for Clean Air (TFCA). These funding sources each have their own requirements and are utilized to implement voluntary incentive grant programs to expedite emissions reductions of criteria air pollutants and toxic air contaminants from mobile sources, especially in overburdened communities, and support the transition of fleets to zero-emission. For additional background information on these funding sources see Attachment 2.

The Air District generally receives new revenue from these sources annually. Attachment 3 shows a summary of the Air District's active funding source revenue for FYE 2025, which includes funding from the CMP, MSIF, CAP, FARMER, and TFCA. Funding from each cycle must be awarded and liquidated (paid out) within two to four years of the date of award/receipt, depending on the funding source. As new projects are recommended for award, staff work to obligate (encumber) the oldest source/cycle of funding for which a specific project is eligible. For this reason, a portion of the oldest funding shown in Attachment 3 may have been awarded to projects in the previous fiscal year, and some of the newer funding may remain unallocated during the current year and will be awarded in future years.

Project Selection

Applications for grant funding received by the Air District are reviewed and evaluated using the eligibility criteria requirements of the respective governing policies and guidelines established by each funding source, e.g., California Air Resources Board (CARB) or the Board. For most mobile source replacement projects, the maximum award amount for each piece of equipment is capped by cost-effectiveness limits established by CARB. A cost effectiveness calculation for mobile source projects takes into account equipment-specific factors such as how much the equipment will be operated over the project life and attributes of the baseline equipment (e.g., age, horsepower, fuel type, etc.). Under the Air District's most recent Heavy-duty Vehicle and Equipment Replacement Program solicitation that closed in April 2024, the cost effectiveness limits ranged from \$33,000 per weighted ton of emissions reduced for diesel-to-diesel replacement projects and up to \$522,000 per weighted ton of emissions reduced for projects that replace old vehicles and equipment with zero-emission alternatives. Some projects, such as infrastructure projects and voucher-based projects do not require the Air District to calculate cost-effectiveness.

On April 6, 2022, the Board authorized the Executive Officer/Air Pollution Control Office (APCO) to approve projects with awards up to \$500,000. For projects where the proposed awards is greater than \$500,000, staff bring these recommended projects to the Board for consideration and at least quarterly, staff provides updates to the Policy, Grants, and Technology Committee and/or Board of Directors on the status of the CMP, TFCA, CAP, MSIF and FARMER incentive funding for the current fiscal year, including a list of all approved projects and allocated funds.

DISCUSSION

This report provides a final summary of projects awarded in the previous fiscal year ending (FYE) 2024, which includes the period of July 1, 2023, through June 30, 2024, and a discussion of funding available and projects recommended during FYE 2025 that began on July 1, 2024.

Attachment 4 shows a list of all projects awarded by the Air District during FYE 2024, and summarizes the awards made by county and equipment category. Over \$97.7 million was awarded in FYE 2024, with over 86 % to projects whose emission reductions will benefit priority areas.

For FYE 2025, the Air District has approximately \$130.3 million from new and prior year funds from the CMP, MSIF, CAP, FARMER, and TFCA programs available for award to projects. Between July 1, 2024, and August 19, 2024, staff completed an evaluation of one application that had a proposed award of over \$500,000. This project was evaluated through the Air District's Heavy-Duty Vehicle and Equipment Replacement Program under a first-come, first-served solicitation that ran from November 28, 2023, through April 11, 2024.

Staff recommend approval of the award of up to \$696,600 from a combination of CMP, TFCA, MSIF, and CAP Incentives revenues for the project that is shown in Attachment 1. The recommended project is located in Richmond and will provide emission reductions benefits in the Richmond-San Pablo community by replacing one off-road diesel loader and one off-road

diesel sweeper with zero-emission equivalents and install two level 2 (80A) dual-port wall mounted charging stations with associated electrical conduit and infrastructure to support the units. The project is estimated to reduce approximately 0.5 tons of nitrogen oxide (NOx), reactive organic gases (ROG), and particulate matter (PM) emissions per year and has an average estimated cost effectiveness of \$350,000 per weighted ton of emissions reduced.

For FYE 2025, Attachment 5 lists all eligible projects that have been either recommended or approved by the Air District between July 1, 2024, and August 19, 2024, including information about project equipment, award amounts, project locations, estimated emissions reductions, and whether the project will benefit air quality in priority communities. This table also shows funding that has been allocated (reserved) for Air District Sponsored programs, including the Vehicle Buy-back Program. As of August 19, 2024, over \$16.7 million has been awarded, allocated, or recommended, of which over \$13.9 million was allocated to “regional” projects that benefit all communities or where the benefit has not yet been determined. As more projects are recommended and approved, staff will track and report the funding toward projects whose emissions reductions benefit the Air Districts priority areas, including AB 617 communities, disadvantaged SB 535 communities and low-income AB 1550 communities.

A competitive solicitation for electric infrastructure to support zero emission heavy-duty projects opened on June 10, 2024, and closed on August 1, 2024, under which \$35 million is available for award. The next cycle of funding for mobile source projects is currently under development and anticipated to open later this calendar year.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The Air District distributes the CMP, MSIF, CAP Incentive, FARMER, and TFCA funding to project sponsors on a reimbursement basis. The recommended project listed on Attachment 1 will be awarded a total of \$696,600 that will be paid for by one or more of these state and local incentive fund sources upon project completion, expected within the next one to three years. Funding for administrative costs to implement these programs, including evaluating, contracting, and monitoring projects for multiple years, is provided by each funding source.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Daniel Langmaid
Reviewed by: Minda Berbeco, Alona Davis, Chengfeng Wang, and Karen Schkolnick

ATTACHMENTS:

1. Recommended Projects with grant awards greater than \$500,000 (evaluated 7/1/24 to 8/19/24)
2. Background on Sources of Funding Sources
3. Sources of Active Incentive Program Revenue (FYE 2025)
4. FYE 2024 Final Report (7/1/23 to 6/30/24)
5. All projects - awarded, allocated, and recommended (7/1/24 to 8/19/24)
6. Grant Awards Over \$500K Presentation

Attachment 2

Background on Sources of Funding

Carl Moyer Program and Mobile Source Incentive Fund

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (CARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of nitrogen oxides (NO_x), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Projects eligible under the CMP guidelines include heavy-duty diesel engine applications such as on-road trucks and buses, off-road construction, agricultural equipment, marine vessels, locomotives, stationary agricultural pump engines, and refueling or recharging infrastructure that supports the deployment of new zero-emission vehicles and equipment. Per AB 1390, at least 50% of CMP funds must be awarded to projects that benefit communities with the most significant exposure to air contaminants or localized air contaminants.

Assembly Bill (AB) 923 (Firebaugh), enacted in 2004 (codified as Health and Safety Code (HSC) Section 44225), authorized local air districts to increase motor-vehicle-registration surcharges by up to \$2 additional per vehicle and use the revenue to fund projects eligible under the CMP guidelines. AB 923 revenue is deposited in the Air District's Mobile Source Incentive Fund (MSIF).

Community Air Protection Program - Incentives

In 2017, AB 617 directed CARB, in conjunction with local air districts to establish a new community-focused action framework to improve air quality and reduce exposure to criteria air pollutants and toxic air contaminants in communities most impacted by air pollution. The AB 617 initiative calls for the development of community-identified strategies to address air quality issues in impacted communities, including community-level monitoring, uniform emission reporting across the state, stronger regulation of pollution sources, and incentives for reducing air pollution and public health impacts from mobile and stationary sources.

Beginning in fiscal year ending (FYE) 2018, the California Legislature approved funding from the State's Greenhouse Gas Reduction Fund (GGRF), which is used to reduce criteria pollutants, toxic air contaminants, and greenhouse gases for the Community Air Protection (CAP) Incentives program. CAP Incentives funds may be used to fund projects eligible under the CMP and on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. Following additional approvals from CARB, CAP Incentive funds may also potentially be used to fund other types of projects that have been identified and prioritized by communities with an approved Community Emissions Reduction Program, pursuant to HSC Section 44391.2. At least 80% of CAP Incentives funds must be allocated to projects that benefit disadvantaged communities (Senate Bill (SB) 535), and low-income communities (AB 1550).

Funding Agricultural Replacement Measures for Emission Reductions

In February 2018, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines that outline requirements for eligible agricultural

equipment replacement projects evaluated under the CMP guidelines, including harvesting equipment, pump engines, tractors, and other equipment used in agricultural operations. Subsequent updates to the FARMER guidelines expanded eligible projects to include zero-emission demonstration projects and added flexibility for funding zero-emission equipment. Under the California State Budget, funds have been appropriated to CARB for each new cycle of the FARMER program for the continued reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector.

Transportation Fund for Clean Air

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority and requirements for the Transportation Fund for Clean Air (TFCA) are set forth in HSC Sections 44241 and 44242. Sixty percent of TFCA monies are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air program) and to a program referred to as the Regional Fund. The legislation also requires the remaining forty percent to be allocated by formula to the nine designated Bay Area transportation agencies, who in turn award these monies to eligible projects within their county. Each year, the Air District's Board of Directors (Board) allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. On April 5, 2023, the Board authorized funding allocations of the sixty-percent portion of the TFCA revenue for use in FYE 2024, and cost-effectiveness limits for Air District-sponsored programs that will be implemented during FYE 2024. On May 17, 2023, the Board adopted policies and evaluation criteria that will govern use of the 60% portion during FYE 2024. This report discusses only the 60% Funds, which is the portion that is awarded directly by the Air District.

Attachment 3

Sources of Active Incentive Program Revenue (FYE 2025)¹

Funding Source Cycle ²	\$ for Projects and Programs (in Millions)	Award Date	Source
CMP Year 24	\$ 26.7*	3/16/2022	CARB
CMP Year 24 State Reserve	\$ 4.5	6/3/2022	CARB
CMP Year 25	\$ 13.6	2/22/2023	CARB
CMP Year 25 State Reserve	\$ 2.8	5/19/2023	CARB
CMP Year 26	\$ 13.4	11/21/2023	CARB
CMP Year 26 State Reserve	\$ 0.8	4/30/2024	CARB
CAP Incentives Year 6	\$ 32.7*	12/27/2022	CARB
CAP Incentives Year 7	\$ 31.9	11/20/2023	CARB
FARMER Year 5	\$ 2.4*	12/14/2022	CARB
FARMER Year 6	\$ 1.2	11/13/2023	CARB
TFCA 60% Funds FYE 2025	\$ 32.0**	Accrues monthly	\$4 DMV fees
Mobile Source Incentive Fund FYE 2025	\$ 10	Accrues monthly	\$2 DMV fees
Total Incentive Revenues	\$172		

¹ This is not a complete listing of all sources of incentive funds managed by the Air District but covers the sources that are discussed in this report.

² Includes Carl Moyer Program (CMP), Community Air Protection (CAP) Incentives, Funding Agricultural Replacement Measures for Emissions Reduction (FARMER), and Transportation Fund for Clean Air (TFCA).

* This active revenue source was partially obligated to projects in previous fiscal years and only a portion of the amount shown is available for award to projects in FYE 2025.

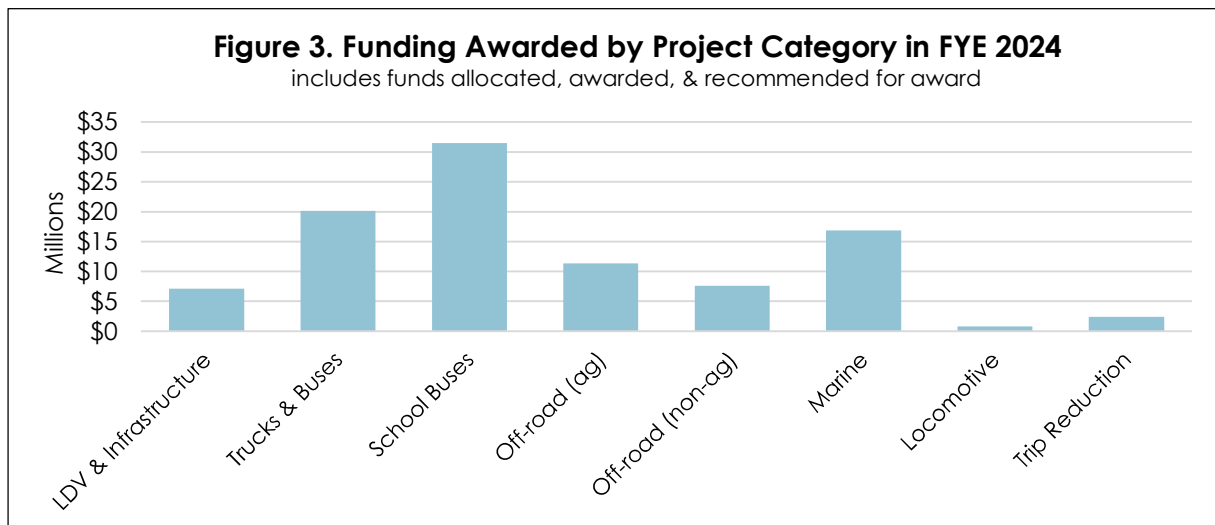
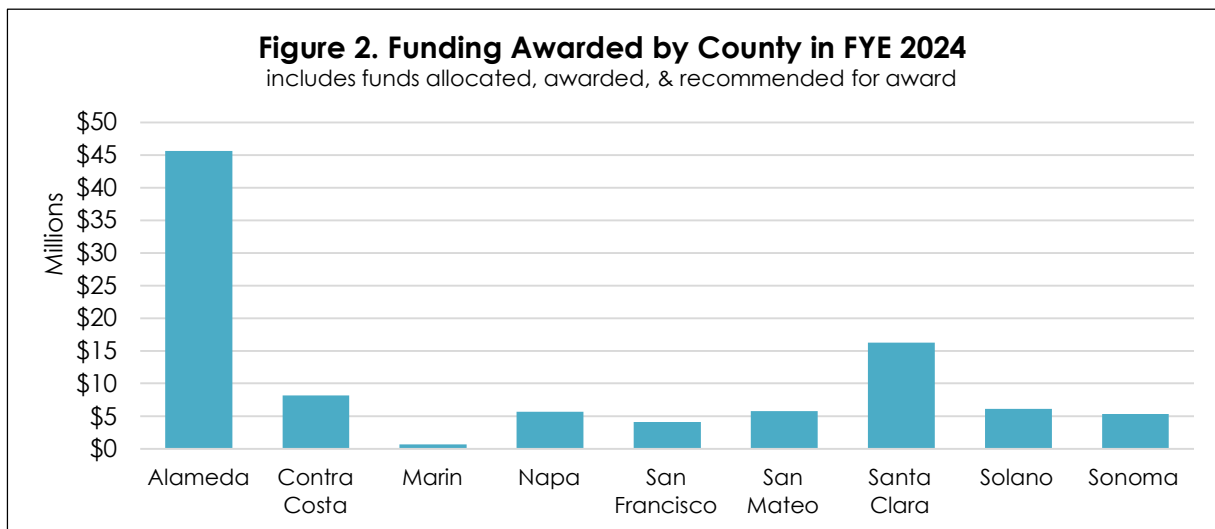
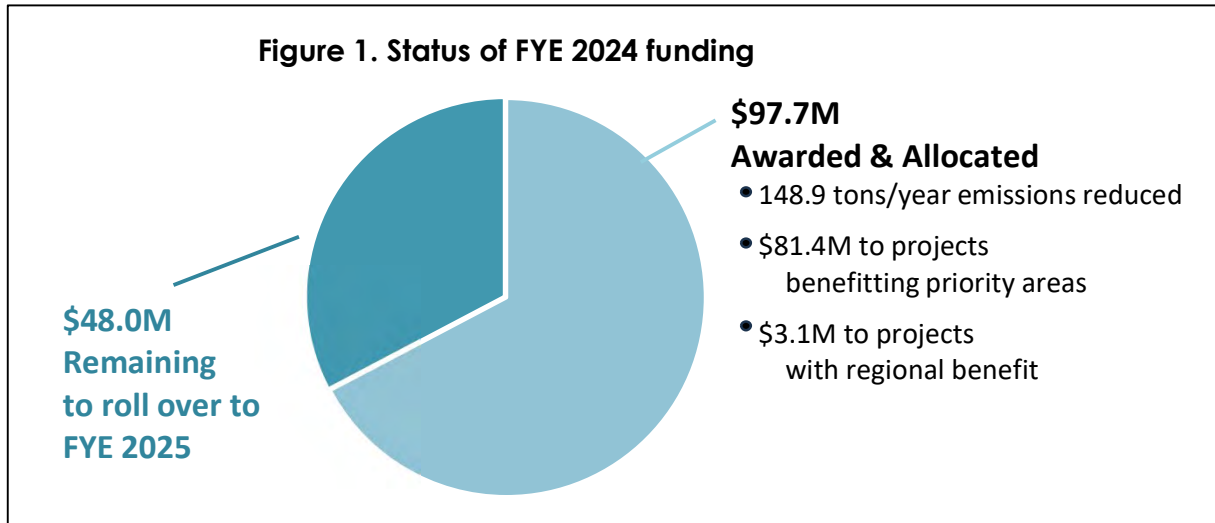
** Amount includes \$11.65 million in new TFCA funds that will accrue over the fiscal year and \$20.35 million in carryover funds from previous fiscal years.

ATTACHMENT 4

FYE 2024 Final Report - Funding Summary

7/1/23 through 6/30/24

Funding Sources: Carl Moyer Program, Transportation Fund for Clean Air, Mobile Source Incentive Fund, FARMER, and Community Air Protection Incentives



ATTACHMENT 4
FYE 2024 Final Report - All Projects
Awarded and Allocated between 7/1/23 and 6/30/24

Funding Sources: Carl Moyer Program, Transportation Fund for Clean Air, Mobile Source Incentive Fund, FARMER, and Community Air Protection Incentives

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Number of Engines	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Projected Funding Source
						NOx	ROG	PM				
24R01	BAAQMD	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$ 150,000	N/A	TBD ¹	TBD ¹	TBD ¹	Regional	6/7/2023 ²	N/A	1
24R02	BAAQMD	Light Duty (LD) Vehicles	Vehicle Buy Back Program Implementation	\$ 700,000	N/A	-	-	-	Regional	6/7/2023 ²	N/A	1
24R03	BAAQMD	Trip Reduction	Spare The Air/ Intermittent Control/ Flex Your Commute Programs	\$ 2,290,000	N/A	TBD ¹	TBD ¹	TBD ¹	Regional	6/7/2023 ²	N/A	1
2302-34214	1567 McAllister Street HOA	LD Infrastructure	Install and operate 5 Level 2 (high) chargers at a MFH facility in San Francisco	\$ 17,500	N/A	0.002	0.001	0.000	San Francisco	6/7/2023 ²	Yes	1
2301-33229	Carmel Gardens HOA, Burlingame	LD Infrastructure	Install and operate 18 Level 1 chargers at a MFH facility in Burlingame	\$ 45,000	N/A	0.000	0.000	0.000	San Mateo	6/7/2023 ²	Yes	1
2302-34181	San Rafael Manor	LD Infrastructure	Install and operate 7 Level 2 (high) chargers at a MFH facility in San Rafael	\$ 24,500	N/A	0.007	0.004	0.003	Marin	6/7/2023 ²	No	1
2302-33758	City of Pittsburg	LD Infrastructure	Install and operate 38 Level 2 (high) and 4 DC Fast chargers at one destination and five workplace facilities in Pittsburg	\$ 349,000	N/A	0.125	0.074	0.009	Contra Costa	6/7/2023 ²	Yes	1
2303-34270	Contra Costa County	LD Infrastructure	Install and operate 151 Level 2 (high) chargers at 19 workplace facilities in Antioch, Concord, Hercules, Martinez, and Richmond	\$ 748,000	N/A	0.102	0.060	0.038	Contra Costa	6/7/2023 ²	Yes	1
2303-34330	EVgo Services LLC	LD Infrastructure	Install and operate 66 DC Fast chargers at nine transportation corridor facilities in Antioch, Berkeley, Colma, Concord, Hayward, Oakland, Petaluma, San Jose, and San Mateo	\$ 2,950,000	N/A	1.083	0.671	0.449	Regional	6/7/2023 ²	Yes	1
2302-33844	Grand Petroleum, Inc.	LD Infrastructure	Install and operate 8 DC Fast chargers at one destination and three transportation corridor facilities in Campbell, Concord, Hayward, and Pleasant Hill	\$ 260,000	N/A	0.016	0.010	0.007	Alameda / Contra Costa / Santa Clara	6/7/2023 ²	Yes	1
2302-33921	Alameda County Government	LD Infrastructure	Install and operate 7 Level 2 (high) chargers at a destination facility in Castro Valley	\$ 38,500	N/A	0.014	0.008	0.005	Alameda	6/7/2023 ²	Yes	1
2301-33528	7-Eleven, Inc.	LD Infrastructure	Install and operate 36 DC Fast chargers at nine transportation corridor facilities in Hayward, Millbrae, Redwood City, San Jose, San Ramon, South San Francisco, and Sunnyvale	\$ 990,000	N/A	0.091	0.056	0.038	Regional	6/7/2023 ²	Yes	1
2302-34083	Circle K	LD Infrastructure	Install and operate 6 DC Fast chargers at a transportation corridor facility in Gilroy	\$ 270,000	N/A	0.041	0.026	0.017	Santa Clara	6/7/2023 ²	Yes	1
23SBP53	Safrans Transportation, Inc.	School Bus + Infrastructure	Replace 14 diesel school buses with 14 new electric school buses, and install 11 chargers	\$ 4,822,770	14	0.739	0.040	0.004	Santa Clara	7/19/23	Yes	1, 2
23MOY44	Everport Terminal Services	Off-Road	Repower two Tier-1, one Tier-4 Interim, and two Tier-4 final diesel-powered rubber-tired gantry cranes (RTGs) with five Hybrid, diesel-electric Tier-4 final RTGs	\$ 1,065,200	5	3.707	0.308	0.051	Alameda	7/19/23	Yes	2
23MOY119	Richmond Pacific Railroad	Locomotive	Replace one Tier-0 diesel-powered locomotive with a Tier-4 final diesel-powered locomotive	\$ 828,000	1	2.501	0.431	0.124	Contra Costa	7/19/23	Yes	2
23MOY62	B/S Ranch	Ag/ off-road	Replace two Tier-0 with two Tier-4 diesel-powered agriculture loaders	\$ 88,000	2	0.140	0.024	0.017	Marin	7/14/23	Yes	2
23MOY155	Kistler Vineyards LLC	Ag/ off-road	Replace three Tier-1 with three Tier-4 diesel-powered agriculture tractors, and two Tier-2 with two Tier-4 diesel-powered agriculture tractor	\$ 232,950	3	0.609	0.085	0.066	Sonoma	7/24/23	Yes	2

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						NOx	ROG	PM				
23MOY93	Massa LLC	Ag/ off-road	Replace one Tier-2 with one Tier-4 diesel-powered agriculture tractor	\$ 58,250	1	0.091	0.005	0.005	Napa	7/24/23	No	2
23MOY118	Renteria Vineyard Management, LLC	Ag/ off-road	Replace two Tier-1 to two Tier-4 diesel-powered agriculture tractor/crawler	\$ 147,600	2	0.239	0.045	0.035	Napa	7/26/23	Yes	2
23MOY96	T and M Agricultural Services LLC	Ag/ off-road	Replace one Tier-0 with one Tier-4 diesel-powered agriculture tractor/crawler, and one Tier-0 with one Tier-4 diesel-powered agriculture tractor	\$ 55,600	2	0.052	0.046	0.012	Napa	7/26/23	No	2
23MOY98	Fiorio Farm, Inc	Ag/ off-road	Replace one Tier-0 with one Tier-4 diesel-powered agriculture tractor	\$ 73,900	1	0.588	0.076	0.044	Santa Clara	8/4/23	No	2
23MOY116	Tru2Earth Farm LLC	Ag/ off-road	Replace one Tier-0 with one Tier-4 diesel-powered agriculture tractor	\$ 21,000	1	0.029	0.024	0.006	Santa Clara	8/10/23	Yes	2
23MOY74	Sequoia Grove Vineyards, LP	Ag/ off-road	Replace one Tier-1 with one Tier-4 diesel-powered agriculture other equipment	\$ 45,000	1	0.036	0.007	0.005	Napa	8/15/23	No	2
23MOY166	V. Sattui Winery	Ag/ off-road	Replace one Tier-0 with one Tier-4 diesel-powered agriculture tractor, and one Tier-1 with one Tier-4 diesel-powered agriculture tractor	\$ 145,600	2	0.274	0.045	0.033	Napa	8/16/23	No	2
23MOY132	Dotto Bros. LLC	Ag/ off-road	Replace two Tier-0 with two Tier-4 diesel-powered agriculture other equipment	\$ 182,500	2	0.352	0.045	0.028	Sonoma	8/16/23	No	2
23MOY126	Krasilisa Pacific Farms, LLC	Ag/ off-road	Replace one Tier-0 with one Tier-4 diesel-powered agriculture tractor	\$ 76,300	1	0.134	0.016	0.011	Sonoma	8/18/23	No	2
23MOY108	Rocca Family Vineyards	Ag/ off-road	Replace one Tier-1 with one Tier-4 diesel-powered agriculture tractor	\$ 62,900	1	0.130	0.033	0.026	Napa	8/21/23	No	2
23MOY128	Golden Gate Scenic Steamship	Marine	Replace two Tier-2 with two Tier-3 diesel-powered auxiliary engine on a ferry/excursion vessel	\$ 15,750	2	0.052	0.009	0.003	Alameda / Marin / San Francisco	8/4/23	Yes	2
23SBP54	Sunnyvale School District	School Bus	Replace 2 compressed natural gas school buses with 2 electric school buses	\$ 847,000	2	0.078	0.004	0.000	Santa Clara	9/20/23	Yes	1, 2
23MOY150	Sysco	EV Trucks + Infrastructure	Replace 18 diesel-powered heavy heavy-duty trucks with 18 electric heavy heavy-duty trucks and install 23 electric vehicle charging stations	\$ 4,595,084	18	0.967	0.064	0.002	Alameda	9/20/23	No	1,2
23SBP10	San Mateo Union High School District	School Bus + Infrastructure	Replace 8 diesel school buses with 8 electric school buses and associated infrastructure	\$ 2,749,666	8	0.295	0.017	0.005	San Mateo	9/20/23	Yes	1,2
23MOY12	Brian Collier	Marine	Repower two Tier 0 engines to Tier 4 engines on a commercial fishing vessel	\$ 444,800	1	2.554	0.119	0.077	Alameda / Contra Costa	9/20/23	Yes	2
23MOY145	Amnav Maritime, LLC	Marine	Repower two 2018 Tier 3 main engines to 2023 Tier 4 diesel engines on the tug boat Revolution	\$ 2,900,000	1	15.478	1.935	0.302	Alameda / Contra Costa / San Francisco / San Mateo / Solano	9/20/23	Yes	2
23MOY146	Amnav Maritime, LLC	Marine	Repower two 2018 Tier 3 main engines to 2023 Tier 4 diesel engines on the tug boat Sandra Hugh	\$ 3,150,000	1	16.885	2.110	0.330	Alameda / Contra Costa / San Francisco / San Mateo / Solano	9/20/23	Yes	2

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						NOx	ROG	PM				
23MOY130	Ramaiah Ale	Ag/ off-road	Replace one Tier-0 with Tier-4 diesel-powered agriculture tractor/crawler	\$ 31,400	1	0.049	0.007	0.004	Contra Costa	8/24/23	Yes	2
23MOY66	Cobb Creek Holdings, LLC DBA CCH Ag Services	Ag/ off-road	Replace one Tier-0 with Tier-4 diesel-powered agriculture excavator	\$ 172,400	1	0.119	0.020	0.014	Napa	8/28/23	No	2
23MOY113	E & M Deniz Dairy	Ag/ off-road	Replace one Tier-0 with Tier-4 diesel-powered agriculture tractor	\$ 351,400	1	0.788	0.076	0.041	Sonoma	8/30/23	No	2
23MOY176	Dirt Farmer & Company, A California Corporation	Ag/ off-road	Replace two Tier-2 with Tier-4 diesel-powered agriculture tractor, and two Tier-3 with Tier-4 diesel-powered agriculture tractor	\$ 295,600	4	0.572	0.041	0.036	Sonoma	8/30/23	No	2
23MOY117	Heritage Vineyard Management, Inc	Ag/ off-road	Replace one Tier-2 with Tier-4 diesel-powered agriculture tractor	\$ 39,400	1	0.035	0.003	0.005	Napa	8/30/23	No	2
23MOY90	Ilsley Brothers Farming, LLC	Ag/ off-road	Replace three Tier-0 to Tier-4 diesel-powered agriculture equipment, including one tractor, one tractor/crawler, and one loader/backhoe	\$ 172,400	3	0.163	0.068	0.026	Napa	9/1/23	No	2
23MOY136	Barbour Vineyards Management LLC	Ag/ off-road	Replace two Tier-1 with Tier-4 diesel-powered agriculture equipment, including one tractor, and one tractor/crawler	\$ 121,150	2	0.180	0.031	0.023	Napa	9/5/23	No	2
23MOY177	A Cut Above Viticulture Service Inc.	Ag/ off-road	Replace one Tier-1 with Tier-4 diesel-powered agriculture tractor, and one Tier-0 with Tier-4 diesel-powered agriculture tractor	\$ 88,600	2	0.127	0.038	0.019	Napa	9/6/23	No	2
23MOY127	Circle R Ranch Management LLC	Ag/ off-road	Replace one Tier-1 with Tier-4 diesel-powered agriculture tractor	\$ 85,200	1	0.135	0.021	0.016	Napa	9/6/23	No	2
23MOY129	Tim McDonald	Ag/ off-road	Replace one Tier-1 with one Tier-4 diesel-powered agriculture other equipment	\$ 93,700	1	0.082	0.019	0.015	Napa	9/12/23	No	2
23SBP172	Zum Services	School Bus Infrastructure	Install 13 electric charging stations and associated infrastructure to support electric school buses	\$ 225,000	0	-	-	-	Alameda	9/13/23	Yes	2
23SBP167	Zum Services Inc	School Bus Infrastructure	Install 221 electric charging stations and associated infrastructure to support electric school buses	\$ 1,000,000	0	-	-	-	San Francisco	11/1/23	Yes	2
23SBP171	Zum Services Inc	School Bus Infrastructure	Install 74 electric charging stations and associated infrastructure to support electric school buses	\$ 985,930	0	-	-	-	Alameda	11/1/23	Yes	2, 3
23MOY152	US Foods, Inc.	EV Trucks + Infrastructure	Replace 27 diesel-powered heavy-duty trucks with electric trucks and install 27 electric charging stations and associated infrastructure	\$ 4,252,751	27	1.024	0.069	0.002	Alameda	11/1/23	Yes	1, 2
23MOY174	Swissport USA Inc.	Off-Road	Replace 13 large-spark ignition airport ground support equipment units with 13 zero-emissions units	\$ 685,975	13	0.662	0.151	0.031	San Mateo	11/1/23	Yes	2
23MOY182	City of Fairfield	On-road Infrastructure	Install 16 electric charging stations and associated infrastructure	\$ 330,000	0	-	-	-	Solano	9/19/23	Yes	2
23MOY107	Brisa Ranch, LLC	Off-Road	Replace two Tier-0 with Tier-4 diesel-powered agriculture equipment, including one tractor and one tractor/loader	\$ 144,100	2	0.325	0.049	0.029	San Mateo	9/22/23	No	2
23MOY122	FM Greenville	On-road Infrastructure	Install 40 electric charging stations and associated infrastructure	\$ 495,000	0	-	-	-	Alameda	9/25/23	No	2

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						NOx	ROG	PM				
23MOY160	Bains Farms LLC	Off-Road	Replace two Tier-0 with Tier-4 diesel-powered agriculture tractors	\$ 162,900	2	0.395	0.057	0.039	Solano	9/28/23	No	2
23MOY151	Napa Select Vineyard Services, Inc.	Off-Road	Replace one Tier-1 with a Tier-4 diesel-powered agriculture tractor/loader	\$ 103,400	1	0.093	0.021	0.017	Napa	9/29/23	No	2
23MOY144	Moraga Organic Farms LLC	Off-Road	Replace one Tier-1 with a Tier-4 diesel-powered agriculture tractor/loader	\$ 100,500	1	0.136	0.031	0.025	Alameda	9/29/23	No	2
23MOY183	Fathom Ventures, LLC	Marine	Repower one propulsion and four auxiliary marine engines to a marine diesel-electric hybrid system in a registered historic survey-capable excursion vessel	\$ 1,085,000	5	2.239	0.141	0.082	Alameda / San Francisco / Contra Costa / Solano / Marin	11/15/23	Yes	2
23MOY162	Valley View Dairy	Ag/ off-road	Replace one Tier 0 with a Tier-4 diesel-powered agriculture loader	\$ 52,600	1	0.148	0.023	0.014	Sonoma	10/17/23	No	2
23MOY124	Glen E DeJesus	Ag/ off-road	Replace one Tier 0 with a Tier-4 diesel-powered agriculture loader/backhoe	\$ 45,900	1	0.025	0.022	0.006	Contra Costa	10/17/23	Yes	2
23MOY184	Altamura Winery Inc.	Ag/ off-road	Replace one Tier 0 with a Tier-4 diesel-powered agriculture loader and one Tier 0 with a Tier-4 diesel-powered agriculture loader/backhoe	\$ 116,100	2	0.159	0.037	0.016	Napa	10/17/23	No	2
23SBP137	Napa Valley Unified School District	School bus	Replace two CNG buses with two LPG buses	\$ 193,577	2	0.209	0.017	-	Napa	10/19/23	Yes	2
23MOY173	Chasin Goat Grazing LLC	Ag/ off-road	Replace two Tier-0 with Tier-4 diesel-powered agriculture tractors	\$ 70,500	1	0.167	0.021	0.014	Sonoma	10/20/23	Yes	2
23MOY123	Melgoza Dino	Ag/ off-road	Replace one Tier-0 with a Tier-4 diesel-powered agriculture tractor/loader	\$ 35,200	1	0.103	0.016	0.009	Contra Costa	10/24/23	Yes	2
23MOY99	Garvey Vineyard Management, LLC	Ag/ off-road	Replace one Tier-1 with a Tier-4 diesel-powered agriculture tractor, one Tier-2 with a Tier-4 diesel-powered agriculture tractor, and one Tier-3 with a Tier-4 diesel-powered agriculture tractor	\$ 170,900	3	0.248	0.030	0.025	Napa	10/27/23	No	2
23MOY175	Emanuel Correia	Ag/ off-road	Replace one Tier-0 with a Tier-4 diesel-powered agriculture loader	\$ 45,700	1	0.067	0.012	0.009	Sonoma	10/30/23	Yes	2
23MOY112	Grgich Hills Cellar dba Grgich Hills Estate	Ag/ off-road	Replace one Tier-1 with a Tier-4 diesel-powered agriculture tractor, one Tier-2 with a Tier-4 diesel-powered agriculture tractor, and two Tier-1 agriculture tractor/crawlers with a Tier-4 diesel-powered agriculture tractor	\$ 260,600	4	0.394	0.055	0.043	Napa	11/3/23	No	2
23MOY156	Four Seasons Vineyard Management	Ag/ off-road	Replace one Tier-1 with a Tier-4 diesel-powered agriculture tractor and one Tier-0 with a Tier-4 diesel-powered agriculture tractor	\$ 99,000	2	0.245	0.042	0.026	Sonoma	11/6/23	No	2
23MOY111	County Line Harvest, Inc.	Ag/ off-road	Replace one Tier-1 with Tier-4 diesel-powered agriculture tractors	\$ 152,300	1	0.338	0.037	0.023	Sonoma	11/6/23	Yes	2
24MOY14	WattEV CA4, Inc.	On-road Infrastructure	Installation of 30 DC Fast 360 kW electric charging stations and associated infrastructure for a public EV Charging Depot to support Heavy Duty Trucks in West Oakland near Interstate 880	\$ 5,000,000	0	-	-	-	Alameda	12/6/23	Yes	1,2
24MOY20	Prologis Mobility LLC	On-road Infrastructure	Installation of 69 9.9 kW level 2 and 3 180 kW DC Fast electric charging stations and associated infrastructure to support heavy duty trucks and last-mile delivery vehicles for private fleets	\$ 1,500,000	0	-	-	-	Alameda	12/6/23	Yes	1,2
24MOY4	Saltchuk Resources, Inc. dba AmNav Maritime, LLC	Marine Infrastructure	Installation of a 1MW marine power system to support a 6 MWh electric tug	\$ 5,000,000	0	-	-	-	Alameda	12/6/23	Yes	2

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24SBP17	Half Moon Bay High School	School Bus Infrastructure	Installation of three 60 kW DC Fast and four 30 kW DC Fast electric charging stations and associated infrastructure to support public school bus fleet	\$ 416,634	0	-	-	-	San Mateo	12/6/23	Yes	2
24MOY11	City & County of San Francisco - Recreation & Park	Off-road Infrastructure	Installation of 7 electric chargers to support electric utility carts and riding lawn mowers	\$ 126,510	0	-	-	-	San Francisco	12/6/23	Yes	2
24MOY9	City & County of San Francisco - Recreation & Park	Off-road Infrastructure	Installation of 6 electric chargers to support electric utility carts	\$ 115,448	0	-	-	-	San Francisco	12/6/23	Yes	2
24MOY8	City & County of San Francisco - Recreation & Park	Off-road Infrastructure	Installation of 3 electric chargers to support electric utility carts and riding lawn mowers	\$ 63,700	0	-	-	-	San Francisco	12/6/23	Yes	2
24MOY12	City & County of San Francisco - Recreation & Park	Off-road Infrastructure	Installation of 1 electric charger to support electric riding lawn mowers	\$ 24,460	0	-	-	-	San Francisco	12/6/23	Yes	2
24MOY7	City & County of San Francisco - Recreation & Park	Off-road Infrastructure	Installation of 3 electric chargers to support electric utility carts and riding lawn mowers	\$ 105,033	0	-	-	-	San Francisco	12/6/23	Yes	2
24MOY10	City & County of San Francisco - Recreation & Park	Off-road Infrastructure	Installation of 5 electric chargers to support electric utility carts	\$ 183,931	0	-	-	-	San Francisco	12/6/23	Yes	2
24MOY13	CA-ALA-002 PROJECT LLC (EV Realty, Inc.)	On-road Infrastructure	Installation of fifty-eight DC Fast ports, and associated electric infrastructure for a public EV Charging Depot to support mixed private fleets in Livermore	\$ 3,950,000	0	-	-	-	Alameda	12/6/23	Yes	1,2
23MOY158	Delta Air Lines, Inc	Off-road Infrastructure	Installation of 8 electric chargers to support electric ground support equipment	\$ 211,680	0	-	-	-	San Mateo	11/15/23	Yes	2
23MOY143	Larry's Produce LLC	Ag/ off-road	Replace one Tier-0 with Tier-4 diesel-powered skid steer loader	\$ 56,300	1	0.067	0.010	0.006	Solano	11/17/23	No	2
23MOY181	San Francisco Water Taxi	Marine	Install a ChargePoint CPE 250 marine fast charging station for Navier N30 electric hydrofoil water taxis at Pier 39 in San Francisco	\$ 87,200	0	-	-	-	San Francisco	11/28/23	Yes	2
23MOY131	Palm Drive Vineyards LLC	Ag/ off-road	Replace one Tier-0 with Tier-4 diesel-powered loader/backhoe	\$ 66,900	1	0.037	0.031	0.008	Sonoma	11/29/23	No	2
23MOY121	Crowl Holdings, LLC	Marine	Repower one Tier-0 with one Tier-3 diesel-powered engine on a commercial fishing boat	\$ 89,000	1	0.205	(0.005)	0.009	Marin / San Francisco	12/20/23	Yes	2
23MOY147	Terpene Belt Farms LLC	Ag/ off-road	Replace two Tier-0 with Tier-4 diesel-powered tractors	\$ 153,200	2	0.619	0.084	0.048	Contra Costa	12/21/23	No	2
25MOY1	McClelland's Dairy	Ag/ off-road	Replace one Tier-0 with a Tier-4 diesel powered rubber-tired loader	\$ 260,400	1	0.770	0.071	0.041	Sonoma	1/19/24	No	2
25MOY4	Tunzi Brothers Cattle Co	Ag/ off-road	Replace one Tier-0 with a Tier-4 diesel powered tractor/loader	\$ 46,800	1	0.035	0.035	0.009	Sonoma	1/24/24	No	2
25MOY24	HARJIT DHANOA LLC	Ag/ off-road	Replace one Tier-0 tractor with a Tier-4 diesel powered tractor	\$ 76,630	1	0.217	0.027	0.018	Solano	3/26/24	No	2
25MOY19	Donald Dow	Ag/ off-road	Replace one Tier-0 tractor/loader with a Tier-4 diesel powered tractor/loader	\$ 64,400	1	0.074	0.012	0.009	Sonoma	3/27/24	Yes	2

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25MOY28	Larry Martin Petersen	Ag/ off-road	Replace one Tier-0 tractor with a Tier-4 diesel powered tractor	\$ 70,300	1	0.216	0.028	0.016	Sonoma	3/28/24	No	2
25MOY21	Martinelli Farms, Inc.	Ag/ off-road	Replace one Tier-0 tractor with a Tier-4 diesel powered tractor	\$ 51,400	1	0.155	0.026	0.018	Sonoma	4/4/24	No	2
25MOY49	Terpene Belt Farms LLC	Ag/ off-road	Replace two Tier-0 tractors with two Tier-4 diesel powered tractors	\$ 154,500	1	0.488	0.067	0.039	Alameda	4/4/24	No	2
25MOY8	Farm Napa Valley, LLC	Ag/ off-road	Replace two Tier-2 tractors with two Tier-4 diesel powered tractors and one Tier-0 tractor with a Tier-4 diesel powered tractor	\$ 224,200	3	0.450	0.054	0.045	Napa	4/9/24	No	2
25MOY14	Rocky Hill Enterprise	Ag/ off-road	Replace one Tier-0 tractor with a Tier-4 diesel powered tractor	\$ 59,200	1	0.161	0.025	0.014	Sonoma	4/9/24	No	2
25MOY2	The Bay Leaf Spice Company	Ag/ off-road	Replace one Tier-0 agricultural excavator with a Tier-4 diesel powered agricultural excavator	\$ 126,200	1	0.186	0.031	0.023	Solano	4/11/24	No	2
25MOY10	Shafer Vineyards	Ag/ off-road	Replace one Tier-1 tractor with a Tier-4 diesel powered tractor and one Tier-2 tractor/crawler with a Tier-4 diesel powered tractor/crawler	\$ 159,140	2	0.347	0.043	0.037	Napa	4/11/24	No	2
25MOY7	Opatz Vineyard Management, Inc.	Ag/ off-road	Replace one Tier-3 tractor/crawler with a Tier-4 diesel powered tractor/crawler	\$ 89,000	1	0.119	0.011	0.008	Napa	4/11/24	No	2
25MOY20	GERMAN VINEYARDS LLC	Ag/ off-road	Replace one Tier-0 tractor with a Tier-4 diesel powered tractor	\$ 111,800	1	0.246	0.032	0.022	Solano	4/12/24	No	2
25MOY18	Amazon Recycling and Disposal Inc	Off-road	Replace one Tier-0 with a Tier-4 diesel shredder used to shred construction debris and waste	\$ 3,897,100	5	22.447	2.190	1.334	Contra Costa/San Francisco/Alameda	6/5/24	Yes	2
25MOY53	Morrison Chopping, LLC	Ag/ off-road	Replace one Tier-0 utility tractor with a Tier-4 diesel powered tractor and one Tier-3 utility tractor with a Tier-4 diesel powered tractor	\$ 873,400	2	2.017	0.192	0.114	Sonoma	6/5/24	Yes	2
25MOY15	B & T Farms	Ag/ off-road	Replace one Tier-0 tractor with a Tier-4 diesel powered tractor and one Tier-3 tractor with a Tier-4 diesel powered tractor	\$ 582,800	2	1.409	0.145	0.075	Santa Clara	6/5/24	Yes	2
25MOY85	Amnav Maritime, LLC	Marine	Replace two remanufactured Tier 3 marine propulsion engines with Tier 4 marine propulsion engines in a tugboat	\$ 3,150,000	2	16.885	2.110	0.330	Alameda/Contra Costa/San Francisco	6/5/24	Yes	2
25MOY55	Donald Buhman	Ag/ off-road	Replace one Tier-1 skid steer loader tractor with a Tier-4 diesel powered skid steer loader	\$ 70,500	1	0.054	0.012	0.009	Napa	4/22/24	No	2
25MOY31	Romero Vineyard Management LLC	Ag/ off-road	Replace one Tier-1 tractor with a Tier-4 diesel powered tractor	\$ 66,700	1	0.155	0.024	0.018	Napa	4/30/24	No	2
25MOY35	Dutton Ranch corp.	Ag/ off-road	Replace one Tier-2 tractor with a Tier-4 diesel powered tractor and one Tier-1 tractor with a Tier-4 diesel powered tractor	\$ 100,600	2	0.147	0.025	0.022	Sonoma	5/3/24	No	2
25MOY45	Lopez Vineyard Management	Ag/ off-road	Replace one Tier-1 tractor with a Tier-4 diesel powered tractor	\$ 63,600	1	0.076	0.020	0.016	Napa	5/6/24	No	2
25MOY34	Jaswant S. Bains	Ag/ off-road	Replace two Tier-0 agricultural bin carriers with a Tier-4 diesel powered agricultural bin carrier	\$ 179,800	2	0.181	0.029	0.021	Solano	5/6/24	No	2

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Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Number of Engines	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Projected Funding Source
						NOx	ROG	PM				
25MOY143	Webb Ranch, Inc.	Ag/ off-road	Replace one Tier-0 agricultural loader with a Tier-4 diesel powered agricultural loader	\$ 125,900	2	0.193	0.018	0.010	San Mateo	5/8/24	No	2
25MOY39	C & F Farms inc	Ag/ off-road	Replace one Tier-1 agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler and one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 488,400	2	0.957	0.058	0.036	Santa Clara	5/10/24	Yes	2
25MOY33	Blue House Farm, LLC	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 59,300	1	0.242	0.031	0.017	San Mateo	5/14/24	No	2
25MOY25	Llano Oaks Dairy	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 204,300	1	0.514	0.050	0.027	Sonoma	5/15/24	No	2
25MOY65	McClelland's Dairy	Ag/ off-road	Replace two Tier-0 agricultural diesel-powered tractors with Tier-4 final agricultural diesel-powered tractors	\$ 244,700	2	0.634	0.083	0.047	Sonoma	6/5/24	No	2
25SBP64	Napa Valley Unified School District	School bus	Replace 1 diesel and 3 CNG school buses with 4 electric school buses	\$ 1,616,038	4	0.143	0.009	0.005	Napa	6/5/24	Yes	2
25MOY144	Tony Lamperti	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor and one Tier-0 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	\$ 95,855	2	0.138	0.040	0.017	Sonoma	5/16/24	No	2
25MOY40	Dolcini Jersey Dairy	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 60,000	1	0.249	0.032	0.018	Marin	5/20/24	Yes	2
25MOY83	Andrews Vineyards	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 70,650	1	0.183	0.029	0.017	Solano	5/20/24	No	2
25MOY89	Hicks Mountain Hens	Ag/ off-road	Replace one Tier-0 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	\$ 44,000	1	0.028	0.024	0.006	Marin	5/28/24	Yes	2
25MOY42	Martinelli Vineyard Management, Inc.	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor/crawler	\$ 79,600	1	0.112	0.017	0.010	Sonoma	5/28/24	Yes	2
25MOY112	Ilsley Brothers Farming, LLC	Ag/ off-road	Replace one Tier-1 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 70,850	1	0.065	0.016	0.012	Napa	5/29/24	No	2
25MOY129	Palm Drive Vineyards LLC	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 36,200	1	0.038	0.032	0.008	Sonoma	5/30/24	No	2
25MOY122	Samuel Eakle	Ag/ off-road	Replace two Tier-1 agricultural tractors with two Tier-4 diesel powered agricultural tractors and one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 497,700	3	1.043	0.090	0.059	Napa	5/30/24	Yes	2
25MOY70	Beretta Dairy	Ag/ off-road	Replace one Tier-0 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader and one Tier-1 agricultural tractor a Tier-4 diesel powered agricultural tractor	\$ 308,650	2	0.593	0.070	0.046	Sonoma	5/30/24	Yes	2
25MOY57	Wight Vineyard Management, Inc.	Ag/ off-road	Replace two Tier-0 agricultural tractors with Tier-4 diesel powered agricultural tractors and one Tier-0 agricultural tractor with Tier-4 diesel powered agricultural tractor/crawler	\$ 220,100	3	0.552	0.083	0.058	Napa	6/5/24	No	2
25MOY126	Cook's Flat Associates DBA Smith-Madrone Winery	Ag/ off-road	Replace one Tier-1 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 50,300	1	0.038	0.009	0.007	Napa	6/5/24	No	2

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Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Number of Engines	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Projected Funding Source
						NOx	ROG	PM				
25MOY38	Pomponio Farms LLC	Ag/ off-road	Replace one Tier-0 agricultural tractor/crawler with a Tier-4 diesel powered agricultural compact track loader	\$ 94,000	1	0.201	0.031	0.018	San Mateo	6/5/24	No	2
25MOY82	Moreda Valley Dairy	Ag/ off-road	Replace one Tier-1 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	\$ 133,000	1	0.126	0.020	0.015	Sonoma	6/5/24	No	2
25MOY99	James Riebil	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 73,200	1	0.208	0.037	0.026	Sonoma	6/6/24	No	2
25MOY111	Perata Vineyards LLC	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 59,000	1	0.159	0.025	0.014	Napa	6/6/24	No	2
25MOY137	V. Sangiacomo & Sons, Limited Partnership	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 59,950	1	0.106	0.018	0.013	Sonoma	6/6/24	No	2
25MOY98	Stornetta Made, Inc.	Ag/ off-road	Replace two Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 120,500	2	0.370	0.060	0.042	Napa	6/7/24	No	2
25MOY121	La Prenda vineyards management, inc.	Ag/ off-road	Replace two Tier-0 agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler	\$ 89,700	1	0.087	0.020	0.016	Sonoma	6/7/24	No	2
25MOY109	Shafer Vineyards	Ag/ off-road	Replace one Tier-1 agricultural skid steer loader with a Tier-4 diesel powered agricultural compact tracked loader	\$ 80,400	1	0.081	0.018	0.014	Napa	6/10/24	No	2
25MOY92	Rick Spaletta	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor/loader	\$ 66,900	1	0.080	0.010	0.007	Sonoma	6/11/24	No	2
25MOY94	Loney Ranch, LLC	Ag/ off-road	Replace one Tier-1 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 71,600	1	0.105	0.022	0.016	Solano	6/11/24	No	2
25MOY81	Andrew Cheda	Ag/ off-road	Replace one Tier-0 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	\$ 51,700	1	0.138	0.021	0.013	Marin	6/11/24	No	2
25MOY119	Nieco LLC	Off-road	Replace two uncontrolled LPG industrial forklifts with two zero-emission electric forklifts	\$ 90,500	2	0.117	0.022	0.001	Sonoma	6/12/24	No	2
25MOY36	San Felipe Farms LP	Ag/ off-road	Replace two Tier-0 agricultural tractors with Tier-4 diesel powered agricultural tractors, one Tier-1 agricultural tractor with a Tier-4 diesel powered agricultural tractor, and three Tier-0 agricultural rough terrain forklifts with Tier-4 diesel powered agricultural rough terrain forklifts	\$ 381,650	6	0.578	0.075	0.048	Santa Clara	6/12/24	Yes	2
25MOY29	Napa Valley Wine Train, LLC	Off-road	Replace one uncontrolled LPG industrial forklift with one zero-emission electric forklift	\$ 22,000	1	0.010	0.001	-	Napa	6/21/24	Yes	2
25MOY108	Mead Clark Lumber Company, Inc.	Off-road	Replace four controlled LPG industrial forklifts with four zero-emission electric forklifts.	\$ 120,400	4	0.006	0.001	0.001	Sonoma	6/24/24	Yes	2
25MOY149	Green Planet 21, Inc.	Off-road	Replace two controlled LPG industrial forklifts with two zero-emission electric forklifts.	\$ 60,300	2	0.009	0.004	0.001	Alameda	6/24/24	Yes	2
25MOY136	R.J.S. & Associates, Inc.	Off-road	Replace one controlled LPG industrial forklift with one zero-emission electric forklift	\$ 73,500	1	0.006	0.001	0.001	Alameda	6/24/24	Yes	2
25MOY48	The Lumber Baron	Off-road	Replace one uncontrolled LPG industrial forklift with one zero-emission electric forklift	\$ 121,800	1	0.068	0.013	0.001	Contra Costa	6/25/24	Yes	2

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Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Number of Engines	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Projected Funding Source†
						NOx	ROG	PM				
25MOY56	Frog Power Equipment LLC	Off-road	Replace one uncontrolled LPG industrial forklift with one zero-emission electric forklift	\$ 46,100	1	0.031	0.005	-	Sonoma	6/25/24	Yes	2
25MOY12	Alameda County GSA	Off-road	Replace one controlled and one uncontrolled LPG industrial forklift with two zero-emission electric forklifts.	\$ 66,200	2	0.007	0.001	0.001	Alameda	6/24/24	Yes	2
25SBP123	Mt Diablo School District	School bus + infrastructure	Replace 6 diesel school buses with 6 electric school buses and associated electric infrastructure	\$ 6,249,600	6	0.584	0.051	0.004	Alameda	TBD	Yes	2
25SBP79	Fairfield-Suisun Unified School District	School bus + infrastructure	Replace 5 diesel school buses with EV school buses and associated charging	\$ 4,209,900	5	0.263	0.012	0.001	Solano	TBD	Yes	1,2
25MOY88	Brian Collier	Marine	Repower two Tier 0 propulsion engines to a diesel-electric hybrid system in a commercial fishing vessel	\$ 921,000	2	1.078	-	0.041	San Francisco, Alameda, Contra Costa	TBD	Yes	2
25SBP107	Cupertino Union School District	School bus + infrastructure	Replace 15 diesel school buses with 15 EV school buses and associated infrastructure.	\$ 6,639,100	15	1.080	0.098	0.060	Santa Clara	TBD	Yes	1,2
25SBP105	San Lorenzo Unified School District	School bus + infrastructure	Replace 3 diesel school buses with 3 electric school buses and associated infrastructure	\$ 1,553,176	3	0.123	0.008	0.001	Alameda	TBD	Yes	1,2
VBB-FY24	Various	Light Duty (LD) Vehicles	Vehicle retirements under the Vehicle Buy Back program	\$ 711,860	557	5.398	8.154	0.030	All	As of 12/31/2023	Yes	2
150	Projects		Totals	\$ 97,772,598	847	121.1	22.3	5.5				

† Projected Funding Source includes (1) Transportation Fund for Clean Air; (2) CMP/MSIF, FARMER and Community Air Protection Program; (3) Reformulated Gasoline Fund. At the time of award, this funding source is assigned based on funding availability and project eligibility. However, the actual funding source used to pay out a project may be different from the Projected Funding Source due to a variety of factors such as delays in project implementation or other funding sources becoming available.

¹ Program results will be reported in winter 2024 as part of the annual TFCA Expenditures and Effectiveness Report.

² Date when BOD approved the program budget for FYE 2024

Note: Projects that were previously awarded, but then withdrawn by the grantee, are not shown.

ATTACHMENT 5

All Projects

Awarded, Allocated and Recommended between 7/1/24 and 8/19/24

Funding Sources: Carl Moyer Program, Transportation Fund for Clean Air, Mobile Source Incentive Fund, FARMER, and Community Air Protection Incentives

(Data in this table are updated quarterly. Funds awarded or allocated after the date range above will be reflected in the next quarterly update.)

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Number of Engines	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Projected Funding Source
						NOx	ROG	PM				
25R01	BAAQMD	Trip Reduction	Enhanced Mobile Source & Commuter Benefits Enforcement	\$ 150,000	N/A	TBD ¹	TBD ¹	TBD ¹	Regional	6/5/2024 ²	N/A	1
25R02	BAAQMD	Light Duty (LD) Vehicles	Vehicle Buy Back Program	\$ 11,300,000	N/A	TBD ¹	TBD ¹	TBD ¹	Regional	6/5/2024 ²	N/A	1,
25R03	BAAQMD	Trip Reduction	Spare The Air/ Intermittent Control/ Flex Your Commute Programs	\$ 2,500,000	N/A	TBD ¹	TBD ¹	TBD ¹	Regional	6/5/2024 ²	N/A	1
250	Dennis Maas	Ag/ off-road	Replace Tier 0 tractor/crawler with Tier 4 tractor/crawler	\$ 177,700	1	0.303	0.029	0.015	Sonoma	7/3/24	No	2
25MOY63	UC Farms, Inc.	Ag/ off-road	Replace three Tier-0 agricultural tractors with Tier-4 diesel powered agricultural tractors	\$ 285,000	3	1.839	0.215	0.125	Santa Clara	7/22/24	Yes	2
25MOY97	Twins Cherries	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 26,900	1	0.049	0.007	0.004	Contra Costa	7/22/24	Yes	2
25MOY90	Trefethon Farming LLC	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 74,000	1	0.266	0.035	0.024	Napa	7/22/24	No	2
25MOY68	Groth Vineyards and Winery LLC	Ag/ off-road	Replace one Tier-0 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	\$ 39,900	1	0.020	0.020	0.005	Napa	7/22/24	No	2
25MOY80	Gill Ag Investments	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 109,500	1	0.333	0.043	0.025	Solano	7/24/24	No	2
25MOY84	Neve Bros Inc	Ag/ off-road	Replace one Tier-1 agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 36,900	1	0.036	0.009	0.006	Sonoma	7/26/24	No	2
25MOY50	Bob Balestra	Ag/ off-road	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor and one Tier-0 agricultural Tractor w/ fork attachment with a Tier-4 diesel powered agricultural rough terrain forklift.	\$ 129,600	1	0.107	0.039	0.015	Solano	7/26/24	No	2
25MOY60	Cortina Vineyard Management	Ag/ off-road	Replace one Tier-2 agricultural tractor with a Tier-4 diesel powered agricultural tractor and two Tier-1 agricultural tractor/crawlers with a Tier-4 diesel powered agricultural tractor/crawlers	\$ 209,100	3	0.178	0.034	0.029	Napa	7/26/24	No	2
25MOY44	Robert Bianchi	Ag/ off-road	Replace one Tier-0 agricultural excavator with a Tier-4 diesel powered agricultural excavator	\$ 82,100	1	0.045	0.038	0.010	Santa Clara	7/29/24	No	2
25MOY132	De La Montanya Vineyards	Ag/ off-road	Replace one Tier-1 diesel agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 24,200	1	0.015	0.010	0.003	Sonoma	7/29/24	No	2
25MOY145	Capp Family Vineyards, Inc	Ag/ off-road	Replace one Tier-0 agricultural backhoe with a Tier-4 diesel powered agricultural excavator	\$ 67,400	1	0.097	0.014	0.010	Napa	7/29/24	No	2
25MOY69	Atlas Vineyard Management, LLC	Ag/ off-road	Replace two Tier-2 diesel agricultural tractors with Tier-4 diesel powered agricultural tractor/crawlers, Tier-1 diesel agricultural tractor with a Tier-4 diesel powered agricultural tractor, and Tier-2 diesel agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 308,600	4	0.721	0.070	0.062	Napa	8/1/24	No	2
25MOY103	Capp Family Vineyards, Inc	Ag/ off-road	Replace one Tier-1 diesel agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 59,500	1	0.070	0.018	0.015	Solano	8/6/24	No	2
25MOY139	Oakville Ranch Vineyards LP	Ag/ off-road	Replace one Tier-2 diesel agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler	\$ 69,600	1	0.103	0.006	0.006	Napa	8/9/24	No	2

ATTACHMENT 5

All Projects

Awarded, Allocated and Recommended between 7/1/24 and 8/19/24

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(Data in this table are updated quarterly. Funds awarded or allocated after the date range above will be reflected in the next quarterly update.)

Project #	Applicant Name	Project Category	Project Description	Proposed Contract Award	Number of Engines	Emission Reductions (tons per year)			County	Board/APCO Approval Date	Benefits Priority Area(s)	Projected Funding Source ¹
						NOx	ROG	PM				
25MOY59	Venu Gopala Naga Varma, Penumatsa	Ag/ off-road	Replace one Tier-0 agricultural loader with a Tier-4 diesel powered agricultural loader	\$ 42,200	1	0.021	0.021	0.005	Contra Costa	8/9/24	Yes	2
25MOY43	The Trust for Hidden Villa	Ag/ off-road	Replace one Tier-2 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader and Tier-0 agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	\$ 39,500	2	0.031	0.010	0.004	Santa Clara	8/9/24	No	2
25MOY116	Foley Family Farms, LLC	Ag/ off-road	Replace three Tier-0 agricultural tractors with Tier-4 diesel powered agricultural tractors	\$ 179,700	3	0.400	0.065	0.042	Sonoma	8/12/24	No	2
25MOY128	Pedunde Wine Company	Ag/ off-road	Replace one Tier-2 diesel agricultural tractor with a Tier-4 diesel powered agricultural tractor	\$ 72,200	1	0.130	0.008	0.008	Sonoma	8/12/24	No	2
25MOY96	Ilstey Brothers Farming, LLC	Ag/ off-road	Replace one Tier-0 agricultural forklift with a Tier-4 diesel powered agricultural forklift	\$ 73,100	1	0.091	0.014	0.010	Napa	8/16/24	No	2
25MOY58	Levin Richmond Terminal Corporation	Port Cargo Handling Equipment	Replace one Tier-4 off-road diesel loader with an electric loader and replace one Tier-2 off-road diesel sweeper with an electric sweeper, plus charging infrastructure.	\$ 696,600	2	0.484	0.042	0.024	Contra Costa	TBD	Yes	2
24	Projects		Totals	\$ 16,753,300	32	5.3	0.7	0.4				

¹ Projected Funding Source includes (1) Transportation Fund for Clean Air; (2) CMP/MSIF, FARMER and Community Air Protection Program. At the time of award, the funding source(s) is assigned based on funding availability and project eligibility. However, the actual funding source used to pay out a project may be different from the Projected Funding Source due to a variety of factors such as delays in project implementation or other funding sources becoming available.

² Funds have been allocated to these programs and projects and results will be determined at the end of project period

³ Date when BOD approved the program budget for FYE 2025

Note: Projects that were previously awarded, but then withdrawn by the grantee, are not shown.



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 5

**Authorization to Execute Grant
Agreements for Recommended
Projects with Proposed Grant Awards
Over \$500,000**

**Policy, Grants, and Technology Committee Meeting
September 18, 2024**

**Chengfeng Wang
Manager**

cwang@baaqmd.gov



Action Items

Action item for the Committee to consider recommending to the Board of Directors:

1. Approve one recommended project with a proposed grant award over \$500,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended project

Outline

- Primary Funding Sources and Background
- Proposed Projects with Grants Over \$500,000
- Status of Incentive Funding in Fiscal Year Ending (FYE) 2025
- Recommendations

Primary Grant Funding Sources for FYE 2025

Total Available : \$130.3 Million



California Air Resources Board (CARB)

- **Carl Moyer** Memorial Air Quality Standards Attainment Program
- **Community Air Protection (CAP Incentives)**
- Funding Agricultural Replacement Measures for Emission Reductions (**FARMER**)

State of California Department of Motor Vehicles (DMV) Surcharge



- Transportation Fund for Clean Air (**TFCA**) 60% Regional Fund
- Mobile Source Incentive Fund (**MSIF**)

Mobile Source Incentive Programs: Solicitations*

- **Recent**

- ✓ **November 2023 – April 2024: Heavy-Duty Vehicle and Equipment (HDV&E) Replacement Program**
- ✓ **Summer 2024: Competitive Electric Charging Infrastructure**

- **Open Now**

- **Vehicle Buy Back Program**

- **Upcoming**

- **Opening Fall 2024: HDV&E Replacement Program**

*Grant programs funded by sources discussed in this report

Cost Effectiveness (CE) of Mobile Source Projects

Max. CE of Conventional Fuel Equipment Replacement Projects



Up to \$34,000



Max CE of Zero-emission (ZE) Replacement Projects



Up to \$522,000



CE of Proposed
ZE Project,
\$350,000



Cost-Effectiveness = \$ awarded per tons of emissions reduced

\$0 / ton reduced

\$600k / ton reduced

Calculation considers factors such as, baseline emission rate, project life, usage, and project cost

Mobile Source Incentive Programs: Proposed Project

Recommend the award of \$696,600 to one off-road project that will:

- Replace a diesel loader and a diesel sweeper with zero-emission electric units, and install two dual-port charging stations
- Operate in Richmond
- Reduce more than 0.5 ton of criteria pollutants per year, with an estimated CE of approximately \$350,000



Mobile Source Incentive Programs:

Funding Status Summary (7/1/24 - 8/19/24)

- **Total awarded, allocated, & recommended = \$16.7 Million (M)**
 - ~ \$13.95M reserved for Air District-sponsored Programs
 - **Awarded & recommended projects estimated to reduce 6.5 tons/year of pollutants**, including nitrogen oxide (NO_x), reactive organic gases (ROG), and particulate matter (PM)
- **\$113.6M remaining available for award in FYE 2025 with goal of at least 80% of funding to clean air projects that benefit priority communities**

Recommendations

Action item for the Committee to consider recommending to the Board of Directors:

1. Approve one recommended project with a proposed grant award over \$500,000 as shown in Attachment 1; and
2. Authorize the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended project

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Vicki Veenker and Members
of the Policy, Grants, and Technology Committee

From: Philip M. Fine
Executive Officer/APCO

Date: September 18, 2024

Re: State Legislative Update

RECOMMENDED ACTION

None; the Committee will discuss this item, but no action is requested at this time.

BACKGROUND

Attached is a matrix of bills that the Air District is currently tracking and has been arranged by category.

Below is a list of bills that the Air District has taken positions on during the 2023-2024 Legislative Session that were still moving through the legislative process at the time of the last Policy, Grants, and Technology Committee (Committee) meeting on July 10, 2024. Bills that have since died or were vetoed are noted with a ~~strike through~~.

Sponsored Bills

- **Assembly Bill (AB) 1465 (Wicks)** – Nonvehicular air pollution: civil penalties.
- **Senate Bill (SB) 382 (Becker)** – Single-family residential property: disclosures.

Co-Sponsored Bills

- ~~**AB 2298 (Hart, et al.)** – Coastal resources: Protecting Blue Whales and Blue Skies Program.~~

Support

- **AB 2522 (Carrillo, Wendy)** – Air districts: governing boards: compensation.
- **AB 2851 (Bonta)** – Metal shredding facilities: fence-line air quality monitoring.
- ~~**AB 2958 (Calderon)** – State Air Resources Board: board members: compensation.~~
- ~~**SB 674 (Gonzalez)** – Air pollution: covered facilities: community air monitoring systems: fence line monitoring systems.~~
- **SB 1158 (Archuleta)** – Carl Moyer Memorial Air Quality Standards Attainment Program.
- **SB 1193 (Menjivar)** – Airports: leaded aviation gasoline.

Oppose Unless Amended/Interim Neutral

- **SB 1298 (Cortese)**—~~Certification of thermal powerplants: data centers.~~
 - Staff Note: The Committee voted to recommend removing the Air District’s Board-Approved position of “Oppose Unless Amended” and move to a “Neutral” position to the full Board for consideration at the September 4, 2024, Board meeting. However, the bill had been re-referred to the Assembly Rules Committee and never made it back to the Assembly Floor for a vote. The bill was dead by the time the Board would have considered a change in position; therefore no action was taken by the Board.

DISCUSSION

The Legislature’s summer recess began on July 3, 2024, and they returned on August 5, 2024, for the final push to get bills passed by August 31, 2024, and then sent to the Governor’s office. Bills that have a fiscal impact had a deadline to get out of their respective Appropriations Committee hearings by August 16, 2024. In the Appropriations Committees, bills that are passed favorably are sent to the Assembly or Senate Floor for a vote and bills that are “held under submission” are dead. When a bill passes the Assembly or Senate Floor favorably and no substantive amendments were made in the second house, the bill is ordered to engrossing and enrolling and will then be enrolled and presented to the Governor; however, when a bill passes the Assembly or Senate Floor favorably and there have been substantive amendments made in that house, the bill is sent back to its house of origin for a concurrence of the amendments made in the second house. If the house of origin concurs in the amendments made in the second house, only then can the bill be ordered to engrossing and enrolling and then be enrolled and presented to the Governor. September 30, 2024, is the last day for the Governor to sign or veto bills passed by the legislature before September 1, 2024.

Below are status updates on the bills that were discussed at the July 10, 2024, Policy, Grants, and Technology Committee (Committee) meeting if they were still actively moving through the legislative process on that date, as well as updates on additional bills of interest.

Specifically, staff will discuss the following bills:

- Bills discussed during July 10, 2024 Committee meeting: AB 1465 (Wicks), AB 2298 (Hart, et al.), AB 2522 (Carrillo, Wendy), AB 2851 (Bonta), AB 2958 (Calderon), SB 382 (Becker), SB 674 (Gonzalez), SB 1158 (Archuleta), SB 1193 (Menjivar), SB 1298 (Cortese), and SB 1234 (Allen).
- Additional bills of interest: AB 98 (J. Carrillo), AB 180 (Gabriel), AB 218 (Committee on Budget), AB 1122 (Bains), AB 1296 (Grayson), AB 2401 (Ting), AB 2561 (McKinnor), SB 310 (Dodd), and SB 950 (Skinner).

Staff Note: On August 31, 2024, Governor Newsom called for a special session of the Legislature to address California's gasoline supply and gas price spikes. On September 3, 2024, Governor Newsom and Speaker Robert Rivas announced special session legislation, in the form of ABX2 1 (Hart and Aguiar-Curry), however the Senate President pro Tempore Mike McGuire has indicated that the Senate will not be convening a special session this fall. Without the Senate convening a special session, no legislation may be passed.

Air District Sponsored and Co-Sponsored Bills

AB 1465 (Wicks) – Nonvehicular air pollution: civil penalties.

CapitolTrack Summary: Current law prohibits a person from discharging from nonvehicular sources air contaminants or other materials that cause injury, detriment, nuisance, or annoyance to the public, or that endanger the comfort, repose, health, or safety of the public, or that cause, or have a natural tendency to cause, injury or damage to business or property, as specified. Current law establishes maximum civil penalties for a person who violates air pollution laws from nonvehicular sources. Current law provides that civil penalties for specified violations are to be assessed and recovered in a civil action brought by the Attorney General, by any district attorney, or by the attorney for any district in which the violation occurs. This bill would allow specified civil penalties to be multiplied by a factor of not more than 3 if the violation results from an emission from a stationary source required by federal law to be included in an operating permit program established pursuant to specified provisions of the federal Clean Air Act, and the emission contains or includes one or more air contaminants, as specified. The bill would define "source" for this purpose. The bill would require, in assessing penalties, that health impacts, community disruptions, the timeliness and accuracy of the notifications from the violator, and other circumstances related to the violation be considered, as specified. (Based on 08/23/2024 text)

Status: AB 1465 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): Sponsor

AB 2298 (Hart, et al.) – Coastal resources: Protecting Blue Whales and Blue Skies Program.

CapitolTrack Summary: Current law establishes the Ocean Protection Council in state government to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law requires the council to develop and implement a voluntary sustainable seafood promotion program for the state, to consist of specified components, including a competitive grant and loan program for eligible entities, including, but not limited to, fishery groups and associations, for the purpose of assisting California fisheries in qualifying for certification to internationally accepted standards for sustainable seafood. This bill would, subject to the availability of funding, require the council to participate as a stakeholder, and in an advisory capacity, to the Protecting Blue Whales and Blue Skies Program with air pollution control districts and air quality management districts along the coast and other stakeholders, including the State Air Resources Board, to support, in an advisory capacity, coastal air districts in their efforts to implement a

statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts (Based on 07/03/2024 text)

Status: AB 2298 passed the Assembly favorably. The bill passed the referred Senate committees and on August 5, 2024, the bill was heard in the Senate Appropriations Committee and was referred to the Suspense File. The Suspense File hearing occurred on August 15, 2024, and the bill was held under submission. The bill is dead.

Board-Approved Position (if any): Co-Sponsor

SB 382 (Becker) – Single-family residential property: disclosures.

CapitolTrack Summary: Would, on or after January 1, 2026, require a seller of a single-family residential property to deliver a specified disclosure statement to the prospective buyer regarding the electrical systems of the property, except as specified, and to disclose, in writing, the existence of any state or local requirements relating to the future replacement of existing gas-powered appliances that are being transferred with the property, as specified. (Based on 08/21/2024 text)

Status: SB 382 passed both the Senate and the Assembly favorably. The bill was enrolled and presented to the Governor on August 23, 2024.

Board-Approved Position (if any): Sponsor

Board-Approved Position Bills

AB 2522 (Carrillo, Wendy) – Air districts: governing boards: compensation.

CapitolTrack Summary: Current law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Current law provides that the south coast district is governed by a district board consisting of 13 members and that each member of the board shall receive compensation of \$100 for each day, or portion thereof, but not to exceed \$1,000 per month, while attending meetings of the board or any committee thereof or, upon authorization of the board, while on official business of the district, and the actual and necessary expenses incurred in performing the member's official duties. This bill would raise the limits of the above-described compensation each member of the board receives to up to \$200 for each day, or portion thereof, but not to exceed \$2,000 per month, as specified. (Based on 08/31/2024 text)

Status: AB 2522 passed both the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): Support

AB 2851 (Bonta) – Metal shredding facilities: fence-line air quality monitoring.

CapitolTrack Summary: Current law defines a “fence-line monitoring system,” for purposes of specified laws requiring the monitoring of toxic air contaminants from nonvehicular sources, to mean monitoring equipment that measures and records air pollutant concentrations at or adjacent to a stationary source that may be useful for detecting or estimating emissions of pollutants from the source, including the quantity of fugitive emissions, and in supporting enforcement efforts. Current law requires the Department of Toxic Substances Control to adopt, and revise when appropriate, standards and regulations for the management of hazardous wastes to protect against hazards to the public health, to domestic livestock, to wildlife, or to the environment, including the operation of metal shredding facilities for appliance recycling. Current law authorizes the department to collect an annual fee from all metal shredding facilities that are subject to the requirements of the hazardous waste control laws, and to deposit those fees into a subaccount in the Hazardous Waste Control Account. This bill would require, instead of authorize, the department to collect the above-described annual fee from all metal shredding facilities that are subject to the requirements of the hazardous waste control laws, and would require the department to set the fee schedule at a rate sufficient to also reimburse the Office of Environmental Health Hazard Assessment for its costs to implement these provisions, as provided. The bill would make the moneys in the subaccount additionally available, upon appropriation by the Legislature, to the office for its costs to implement these provisions, as provided. The bill would require an air district the jurisdiction of which includes metal shredding facilities, in consultation with the department and the office, on or before January 1, 2027, to develop requirements for facilitywide fence line air quality monitoring at metal shredding facilities, as provided. The bill would require the air district to, among other things, develop threshold levels, in consultation with the office, for airborne contaminants, as specified, and, on or before July 1, 2027, to adopt regulations to implement, interpret, or make specific the requirements of the bill. The bill would authorize the air district to be reimbursed for these costs pursuant to its fee authority. (Based on 08/27/2024 text)

Status: AB 2851 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): Support

AB 2958 (Calderon) – State Air Resources Board: board members: compensation.

CapitolTrack Summary: Existing law establishes the State Air Resources Board consisting of 14 members with 12 members appointed by the Governor, with the consent of the Senate. Existing law provides that, of the 12 members appointed by the Governor, 6 of those members are to be from certain air quality management districts or air pollution control districts, as provided. In addition to the 14 members of the state board, existing law provides that 2 Members of the Legislature serve on the state board as ex officio, nonvoting members of the state board. Existing law provides that members appointed as members from the air districts serve on the state board without compensation. Existing law provides that the elected official members of the state board receive \$100 for each day, or a portion of that amount, but not to exceed \$1,000 in any month, attending meetings of the state board or its committees, or upon authorization of the state board while on official business of the state board (per diem amount). Existing law specifies the annual

salary of each member of the state board. This bill would repeal the prohibition on compensation of the members of the state board from air districts and would specify that those members are to receive the annual salary provided to other members of the state board. The bill would repeal the per diem amount provided to elected official members of the state board. (Based on 03/21/2024 text)

Status: AB 2958 passed the Assembly favorably. The bill passed the referred Senate committees and on August 5, 2024, the bill was heard in the Senate Appropriations Committee and was referred to the Suspense File. The Suspense File hearing occurred on August 15, 2024, and the bill was held under submission. The bill is dead.

Board-Approved Position (if any): Support

SB 674 (Gonzalez) – Air pollution: covered facilities: community air monitoring systems: fence-line monitoring systems.

CapitolTrack Summary: Current law requires a refinery-related community air monitoring system to be installed near each petroleum refinery that meets certain requirements. Current law requires the owner or operator of a petroleum refinery to develop, install, operate, and maintain a fence-line monitoring system in accordance with guidance developed by the appropriate air quality management district or air pollution control district. Current law requires the air districts and the owners or operators of refineries to collect real-time data from those monitoring systems, maintain records of that data, and, to the extent feasible, provide to the public the data in a publicly accessible format. This bill would expand the application of these provisions to any “covered facility,” defined to include refineries that produce gasoline, diesel fuel, aviation fuel, biofuel, lubricating oil, asphalt, petrochemical feedstock, or other similar products, and to include facilities with operations related to a refinery that are located on contiguous or adjacent properties. The bill would require the refinery-related community air monitoring system and the fence-line monitoring system to be updated or installed on or before January 1, 2028, after a 30-day public comment period, as specified. The bill would require the appropriate air district to establish pollutants for the monitoring systems to monitor and would include certain pollutants identified by the Office of Environmental Health Hazard Assessment. The bill would authorize the air district to exclude a pollutant for monitoring at those monitoring systems, as provided. The bill would require air districts, on a 5-year basis, to review the list of pollutants being measured and would authorize the air districts to revise the list, as provided. The bill would require the air districts and the owners and operators of refineries to maintain records of the data collected from those systems for at least 5 years and would require the owners and operators to post online, and to notify the public of the availability of, quarterly reports containing certain information. The bill would require owners and operators of covered facilities to notify the air district and the public, as provided, as quickly as possible of any exceedances of specified pollutant thresholds. (Based on 08/09/2024 text)

Status: SB 674 passed the Senate and Assembly favorably. The bill was enrolled and presented to the Governor on August 13, 2024, and on August 19, 2024, the Governor vetoed SB 674.

Board-Approved Position (if any): Support

SB 1158 (Archuleta) – Carl Moyer Memorial Air Quality Standards Attainment Program.

CapitolTrack Summary: Current law requires that funds be allocated under the Carl Moyer Memorial Air Quality Standards Attainment Program to local air districts for liquidation in accordance with grant criteria and guidelines adopted by the State Air Resources Board. Current law provides that any funds reserved for a local air district by the state board are available for disbursement to the district for a period of not more than 2 years from the time of reservation. Current law requires funds not liquidated by a district by June 30 of the 4th calendar year following the date of the reservation to be returned to the state board within 90 days for future allocation under the program. Beginning January 1, 2034, current law reduces the deadline for that period of liquidation to June 30 of the 2nd calendar year following the date of reservation. This bill would extend the deadline for the period of liquidation to June 30 of the 6th calendar year following the date of disbursement and would make other conforming changes. (Based on 08/16/2024 text)

Status: SB 1158 passed the Senate and Assembly favorably. The bill was enrolled and presented to the Governor on August 22, 2024.

Board-Approved Position (if any): Support

SB 1193 (Menjivar) – Airports: leaded aviation gasoline.

CapitolTrack Summary: Would prohibit an airport operator or aviation retail establishment, as defined, from selling, distributing, or otherwise making available leaded aviation gasoline to consumers on or after January 1, 2031, as provided. Because these provisions would be part of the State Aeronautics Act, the bill would impose a state-mandated local program. (Based on 09/03/2024 text)

Status: SB 1193 passed the Senate and Assembly favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): Support

SB 1298 (Cortese) – Certification of thermal powerplants: data centers.

CapitolTrack Summary: Current law vests the State Energy Resources Conservation and Development Commission with the exclusive power to certify all locations on which an electrical transmission line or thermal powerplant is constructed, or is proposed to be constructed, and related electrical transmission lines or thermal powerplants. Current law authorizes the commission to exempt from certification a thermal powerplant with a generating capacity of up to 100 megawatts, and modifications to existing generating facilities that do not add capacity in excess of 100 megawatts, if the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction or operation of the proposed facility or from the modifications. This bill would additionally authorize the commission to exempt from certification a thermal powerplant with a generating capacity of up to 150 megawatts if specified requirements are met, including that it is used solely as a backup generation facility for a data center, it is located on the customer side of the meter and is not interconnected to the distribution system, a skilled and trained workforce is used to perform all

construction work on the facility, as specified, the commission finds that no substantial adverse impact on the environment or energy resources will result from the construction and operation of the facility, and the commission obtains a determination from the applicable air pollution control district or air quality management district that the facility's backup generation technology meets the best available control technology requirements. The bill would require the owner or operator of a facility granted an exemption under the bill to fully mitigate the facility's impacts on air quality, as provided. The bill would repeal its provisions on January 1, 2027. (Based on 08/19/2024 text)

Status: SB 1298 passed the Senate favorably. The bill passed the referred Assembly committees, including Assembly Appropriations. The bill was on the Assembly Floor and was re-referred to the Assembly Rules Committee. Ultimately the bill stayed in the Assembly Rules Committee and was not referred back to the Assembly Floor for a vote before the Legislature adjourned for their final recess.

Board-Approved Position (if any): Oppose Unless Amended/Interim Neutral

Staff Note: The Committee voted to recommend to the full Board removing the Air District's Board-Approved position of "Oppose Unless Amended" and move to a "Neutral" position. This item was on the agenda for the Board's consideration at the September 4, 2024, Board meeting. However, the bill had been re-referred to the Assembly Rules Committee and never made it back to the Assembly Floor for a vote. The bill was dead by the time the Board would have considered a change in position; therefore, no action was taken by the Board.

Other Bill(s) of Interest

SB 1234 (Allen) – Hazardous materials: metal shredding facilities.

CapitolTrack Summary: Current law authorizes the Department of Toxic Substances Control (DTSC), in consultation with the Department of Resources Recycling and Recovery, the State Water Resources Control Board, and affected local air quality management districts, to adopt regulations to establish management standards for metal shredding facilities for hazardous waste management activities within DTSC's jurisdiction, as provided. Current law provides that treated metal shredder waste that is managed in accordance with those regulations is deemed to be solid waste, and not hazardous waste, as provided. This bill would repeal those provisions and would establish a comprehensive scheme for the regulation of metal shredding facilities. The bill would prohibit an owner or operator from operating a metal shredding facility, as defined, in the state unless they have a permit from DTSC or are deemed to have a permit. The bill would prescribe the requirements for obtaining a permit, for being deemed to have a permit, for operating a metal shredding facility, and for transporting certain materials related to metal shredding, as specified. The bill would provide that certain materials related to metal shredding are not hazardous waste if they meet specified requirements. (Based on 06/10/2024 text)

Status: SB 1234 was gut and amended on June 10, 2024, to its current form. The bill passed the Assembly Environmental Safety and Toxic Materials Committee favorably. The bill was heard in the Assembly Appropriations Committee on August 7, 2024, and was referred to the Suspense File. The bill was set for the August 15, 2024 Suspense File hearing but was canceled at the

request of the author. The bill is dead.

Board-Approved Position (if any): None

AB 98 (J. Carrillo) – Planning and zoning: logistics use: truck routes.

CapitolTrack Summary: The Planning and Zoning Law sets forth various requirements relating to the review of development project permit applications and the issuance of development permits for specified classes of development projects. This bill, beginning January 1, 2026, would prescribe various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The bill would except from those design and build standards certain existing logistics use developments, proposed expansions of a logistics use development, and property currently in a local entitlement process to become a logistics use, under prescribed conditions. The bill would require a facility operator, prior to the issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan to and from the state highway system based on the latest truck route map of the city, county, or city and county, as prescribed. The bill would require a facility operator to enforce the plan. The bill would provide for the revision of the plan in specified circumstances. (Based on 08/28/2024 text)

Status: AB 98 was gut and amended on August 28, 2024, to its current form. The bill passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): None

AB 180 (Gabriel) – Budget Act of 2024.

CapitolTrack Summary: The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 by amending items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.

Status: AB 180 passed the Assembly and the Senate favorably. The bill was enrolled and presented to the Governor on September 3, 2024.

Board-Approved Position (if any): None

Staff Note: AB 180 appropriates \$9.9 million from the Oil, Gas, and Geothermal Administrative Fund (OGGAF) to the Department of Conservation, to implement SB 1137 (Gonzalez, Chapter 365, Statutes of 2022), which established health protection zones that are 3,200 feet from sensitive receptors and established additional monitoring and leak detection plans for oil and gas operations and appropriates \$2.32 million OGGAF to the California Air Resources Board for purposes of implementing SB 1137.

AB 218 (Committee on Budget) – Oil and gas: trailer bill.

CapitolTrack Summary: Current law, commencing January 1, 2025, requires oil or gas

production facilities or wells with a wellhead within a health protection zone, defined as an area within 3,200 feet of sensitive receptors, which include residences and health care facilities, to comply with specified health, safety, and environmental requirements, as provided. Current law requires operators with a production facility or well with a wellhead in a health protection zone to submit a leak detection and response plan, as provided, to the Geologic Energy Management Division of the Department of Conservation by January 1, 2025, division approval or notice of deficiency by January 1, 2026, and implementation of the plan by January 1, 2027. Current law requires every operator to submit a sensitive receptor inventory and map to the division by July 1, 2023. Existing law, commencing January 1, 2027, requires operators with a wellhead or other production facility or facilities in a health protection zone to provide certain information relating to leaks to the division, as provided. This bill would instead require the oil or gas production facilities and wells within a health protection zone to comply with those health, safety, and environmental requirements commencing July 1, 2026. The bill would instead require operators with a production facility or well with a wellhead in a health protection zone to submit a leak detection and response plan to the division by July 1, 2028, division approval or notice of deficiency by July 1, 2029, and implementation of the plan by July 1, 2030. The bill would instead require every operator to submit a sensitive receptor inventory and map to the division by July 1, 2025. (Based on 08/27/2024 text)

Status: AB 218 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): None

Staff Note: This bill is a budget trailer bill and delays the deadline in SB 1137 (Gonzalez, Chapter 365, Statutes of 2022), for air districts to develop memoranda of understanding by 24 months from June 1, 2023 to June 1, 2025.

AB 1122 (Bains) – Commercial harbor craft: equipment.

CapitolTrack Summary: Current law generally regulates the operation of vessels and associated equipment used, to be used, or carried in vessels used on waters subject to the jurisdiction of the state. Current regulations require the installation of a new engine or the retrofit of an existing engine in certain harbor craft to reduce emissions of air pollutants, as specified. This bill would require a diesel particulate filter that is retrofitted onto the engine of certain commercial harbor craft to include an override or bypass safety system that ensures that the commercial harbor craft can maintain a safe level of propulsion in the event of an emergency situation, as specified. The bill would require the manufacturer of an override or bypass safety system to design, install, and provide certain documentation regarding the override or bypass safety system, as specified. The bill would require the owner or operator of a commercial harbor craft that uses an override or bypass safety system to report the use and retain records regarding the use, as specified. (Based on 07/03/2024 text)

Status: AB 1122 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): None

AB 1296 (Grayson) – Bar pilots: regulation of vessels.

CapitolTrack Summary: Current law provides for the regulation and licensing of bar pilots for Monterey Bay and the Bays of San Francisco, San Pablo, and Suisun. Current law also establishes, in the Transportation Agency, a Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun and prescribes the membership, functions, and duties of the Board of Pilot Commissioners with regard to the licensure and regulation of bar pilots. This bill would prohibit a state regulation from requiring or compelling the San Francisco bar pilots, as defined, to replace certain pilot station boats unless the state regulation authorizes the San Francisco bar pilots to replace the pilot station boat upon the pilot station boat reaching the end of its useful service life, as specified. (Based on 06/10/2024 text)

Status: AB 1296 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): None

AB 2401 (Ting) – Clean Cars 4 All Program.

CapitolTrack Summary: Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements. This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to participate in the program, to manage the distribution of incentives within its jurisdiction, the state board manages the distribution of incentives to eligible residents of those areas. The bill would make certain conforming changes in that regard. (Based on 09/03/2024 text)

Status: AB 2401 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): None

AB 2561 (McKinnor) – Local public employees: vacant positions.

CapitolTrack Summary: The Meyers-Milias-Brown Act (act) authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations and to consider fully presentations that are made by the employee organization on behalf of its members before arriving at a determination of policy or course of action. This bill would, as specified, require a public agency to present the status of vacancies and recruitment

and retention efforts at a public hearing at least once per fiscal year, and would entitle the recognized employee organization to present at the hearing. If the number of job vacancies within a single bargaining unit meets or exceeds 20% of the total number of authorized full-time positions, the bill would require the public agency, upon request of the recognized employee organization, to include specified information during the public hearing. (Based on 08/23/2024 text)

Status: AB 2561 passed the Assembly and the Senate favorably. The bill has been ordered to engrossing and enrolling and will be enrolled and presented to the Governor in the coming days.

Board-Approved Position (if any): None

SB 310 (Dodd) – Prescribed fire: civil liability: cultural burns.

CapitolTrack Summary: Current law provides that no person shall be liable for any fire suppression or other costs otherwise recoverable for a prescribed burn if specified conditions are met, including, among others, that a burn boss, as certified through a certification program developed by the State Fire Marshal, has reviewed and approved a written prescription for the burn, the burn complies with that written prescription, and either the landowner has provided written permission or the governing body of a Native American tribe has given approval, as provided. Current law exempts cultural burns, as defined, conducted by a cultural fire practitioner, as defined, from those requirements that a person certified as a burn boss review and approve a written prescription and that the burn be conducted in compliance with the written prescription. This bill would revise and recast those provisions by, among other things, expanding the definition of burn boss to also include a person qualified for specified positions through the National Wildfire Coordinating Group, as provided, and limiting the tribal approval condition to the approval of the governing body of a California Native American tribe. (Based on 08/30/2024 text)

Status: SB 310 passed the Senate and the Assembly favorably. The bill was enrolled and presented to the Governor on September 4, 2024.

Board-Approved Position (if any): None

SB 950 (Skinner) – Energy: transportation fuels: inventories: turnaround and maintenance.

CapitolTrack Summary: Current law, beginning on June 26, 2023, establishes the Independent Consumer Fuels Advisory Committee within the State Energy Resources Conservation and Development Commission (Energy Commission) to advise the Energy Commission and the Division of Petroleum Market Oversight, as provided. Current law prescribes the composition of the 8-member committee, including 6 specified members appointed by the Governor, one member appointed by the Speaker of the Assembly, and one member appointed by the Senate Rules Committee. This bill would repeal the Independent Consumer Fuels Advisory Committee and instead would establish a 6-member Expert Advisory Committee to advise the Energy Commission and Division of Petroleum Market Oversight, as provided. The bill would require 4 of the members of the committee to be appointed by the Governor, one member to be appointed by the Speaker of the Assembly, and one member to be appointed by the Senate Rules Committee. (Based on 08/28/2024 text)

Status: SB 950 was a gut and amend bill to its current form on August 28, 2024. The bill did not come up for a vote on the floors. Instead, the Governor called a special session to address gas prices. The bill is dead.

Board-Approved Position (if any): None

Staff Note: This bill was the Governor's proposal to require minimum oil and gas reserves. Includes provisions related to the timing of turnaround and maintenance.

Special Session

ABX2 1 (Hart and Aguiar-Curry) - Energy: transportation fuels: inventories: turnaround and maintenance.

CapitolTrack Summary: Current law, beginning on June 26, 2023, establishes the Independent Consumer Fuels Advisory Committee within the State Energy Resources Conservation and Development Commission (Energy Commission) to advise the Energy Commission and the Division of Petroleum Market Oversight, as provided. This bill would repeal the Independent Consumer Fuels Advisory Committee and would instead establish a 6-member Expert Advisory Committee to advise the Energy Commission and division, as provided. The bill would require 4 of the members of the committee to be appointed by the Governor, one member to be appointed by the Speaker of the Assembly, and one member to be appointed by the Senate Rules Committee. The bill would, among other things, require all members of the committee to either hold an academic appointment in, or demonstrate expertise of, economics or business operations of the transportation fuels market, and would prohibit all members of the committee from having been employed by, contracted with, or received direct compensation from, a company that produces, refines, distributes, trades in, markets, or sells any petroleum product in the preceding 12 months. (Based on 09/03/2024 text)

Status: Introduced on September 3, 2024.

Board-Approved Position (if any): None

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Alan Abbs
Reviewed by: Viet Tran

ATTACHMENTS:

1. Bills of Interest Matrix - As of September 12, 2024
2. State Legislative Update Presentation

Bill #	Author	Subject	Last Amended	Last Status - As of 9/12/2024	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 593	Haney	Carbon emission reduction strategy: building sector.	7/13/2023	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/9/2024)	08/15/2024 - Senate DEAD			Low	Climate Change
AB 1992	Boerner	Carbon sequestration: blue carbon and teal carbon demonstration projects.	8/23/2024	09/11/2024 - Enrolled and presented to the Governor at 4 p.m.	09/11/2024 - Assembly ENROLLED			Low	Climate Change
AB 2008	Wallis	Reliable Energy Needs for Everyone in the West Program.	3/6/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was U. & E. on 3/7/2024)	07/02/2024 - Assembly DEAD			Low	Climate Change
AB 2331	Gabriel	Voluntary carbon market disclosures.	8/23/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was CONCURRENCE on 8/28/2024)	08/31/2024 - Assembly DEAD			Low	Climate Change
SB 219	Wiener	Greenhouse gases: climate corporate accountability: climate-related financial risk.	8/23/2024	08/31/2024 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 33. Noes 4.) Ordered to engrossing and enrolling.	08/31/2024 - Senate ENROLLMENT			Low	Climate Change
SB 308	Becker	Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.	7/8/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Low	Climate Change
SB 941	Skinner	California Global Warming Solutions Act of 2006: scoping plan: industrial sources of emissions.	5/16/2024	09/03/2024 - Enrolled and presented to the Governor at 3 p.m.	09/03/2024 - Senate ENROLLED			Low	Climate Change
SB 972	Min	Methane emissions: organic waste: landfills.	8/19/2024	09/04/2024 - Enrolled and presented to the Governor at 4 p.m.	09/04/2024 - Senate ENROLLED			Low	Climate Change
SB 1036	Limón	Voluntary carbon offsets: business regulation.	5/16/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was NAT. RES. on 6/3/2024)	07/02/2024 - Assembly DEAD			Low	Climate Change
SB 1136	Stern	California Global Warming Solutions Act of 2006: report.		08/19/2024 - Chaptered by Secretary of State - Chapter 184, Statutes of 2024	08/19/2024 - Senate CHAPTERED			Low	Climate Change
SB 1497	Menjivar	Polluters Pay Climate Cost Recovery Act of 2024.	4/25/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was INACTIVE FILE on 5/22/2024)	08/31/2024 - Senate DEAD			Low	Climate Change
AB 124	Committee on Budget	Energy.	6/26/2023	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 8/14/2023)	08/31/2024 - Senate DEAD			High	Energy
AB 1176	Zbur	General plans: Local Electrification Planning Act.	5/29/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was E. U., & C. on 6/5/2024)	07/02/2024 - Senate DEAD			Low	Energy
AB 1921	Papan	Energy: renewable electrical generation facilities: definition.	5/16/2024	08/27/2024 - Enrolled and presented to the Governor at 12 p.m.	08/27/2024 - Assembly ENROLLED			Medium	Energy
AB 2083	Berman	Industrial facilities' heat application equipment and process emissions.	7/3/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)	08/15/2024 - Senate DEAD			Low	Energy
ABX2 1	Hart	Energy: transportation fuels: inventories: turnaround and maintenance.		09/04/2024 - From printer.	09/03/2024 - Assembly PRINT			Low	Energy
ACR 175	Essayli	State energy policies: implications for the state.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was PRINT on 4/10/2024)	08/31/2024 - Assembly DEAD			Low	Energy
SB 59	Skinner	Battery electric vehicles: bidirectional capability.	8/20/2024	09/11/2024 - Enrolled and presented to the Governor at 3 p.m.	09/11/2024 - Senate ENROLLED			Low	Energy
SB 438	Caballero	Carbon sequestration: Carbon Capture, Removal, Utilization, and Storage Program: incidental and unintentional residual oil production.	6/6/2023	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was NAT. RES. on 5/26/2023)	07/02/2024 - Assembly DEAD			Low	Energy
SB 950	Skinner	Energy: transportation fuels: inventories: turnaround and maintenance.	8/28/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was RLS. on 8/27/2024)	08/31/2024 - Assembly DEAD			Low	Energy
SB 983	Wahab	Energy: gasoline stations and alternative fuel infrastructure.	8/19/2024	09/09/2024 - Enrolled and presented to the Governor at 3 p.m.	09/09/2024 - Senate ENROLLED			Low	Energy
SB 1006	Padilla	Electricity: transmission capacity: reductoring and grid-enhancing technologies.	8/15/2024	09/09/2024 - Enrolled and presented to the Governor at 3 p.m.	09/09/2024 - Senate ENROLLED			Low	Energy
SB 1420	Caballero	Hydrogen production facilities: certification and environmental review.	8/26/2024	08/31/2024 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 35. Noes 0.) Ordered to engrossing and enrolling.	08/31/2024 - Senate ENROLLMENT			Low	Energy
AB 2250	Weber	Social determinants of health: screening and outreach.	8/27/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 32. Noes 4.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Low	Environmental Justice
AB 2851	Bonta	Metal shredding facilities: fence-line air quality monitoring.	8/27/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 31. Noes 7.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT	Board Approval 5/1/2024	Support	Medium	Environmental Justice
AB 985	Arambula	San Joaquin Valley Unified Air Pollution Control District: emission reduction credit system.	7/6/2023	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was RECONSIDERATION on 9/12/2023)	08/31/2024 - Assembly DEAD			Low	General-Air District
AB 2298	Hart	Coastal resources: Protecting Blue Whales and Blue Skies Program.	7/3/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)	08/15/2024 - Senate DEAD		Air-District Co-Sponsor	High	General-Air District
AB 2522	Carrillo, Wendy	Air districts: governing boards: compensation.	8/20/2024	09/09/2024 - Enrolled and presented to the Governor at 3:30 p.m.	09/09/2024 - Assembly ENROLLED	Board Approval 4/3/2024	Support	Medium	General-Air District
SB 336	Umberg	State grant programs: negotiated indirect cost rates.	8/22/2024	09/10/2024 - Enrolled and presented to the Governor at 4 p.m.	09/10/2024 - Senate ENROLLED			Low	General-Air District
SB 674	Gonzalez	Air pollution: covered facilities: community air monitoring systems: fence-line monitoring systems.	6/27/2024	08/19/2024 - Vetoes by the Governor. In Senate. Consideration of Governor's veto pending.	08/19/2024 - Senate VETOED	Board Approval 4/19/2023	Support	Medium	General-Air District
SB 1158	Archuleta	Carl Moyer Memorial Air Quality Standards Attainment Program.	4/16/2024	08/22/2024 - Enrolled and presented to the Governor at 2 p.m.	08/22/2024 - Senate ENROLLED	Board Approval 3/6/2024	Support	Medium	General-Air District
AB 627	Jackson	Drayage trucks: voucher incentive project.	1/22/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was E.Q. on 5/1/2024)	07/02/2024 - Senate DEAD			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 637	Jackson	Zero-emission vehicles: fleet owners: rental vehicles.	8/23/2024	09/10/2024 - Enrolled and presented to the Governor at 4:30 p.m.	09/10/2024 - Assembly ENROLLED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade

Bill #	Author	Subject	Last Amended	Last Status - As of 9/12/2024	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 1122	Bains	Commercial harbor craft; equipment.	7/3/2024	09/11/2024 - Enrolled and presented to the Governor at 4 p.m.	09/11/2024 - Assembly ENROLLED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1349	Irwin	Electric vehicle charging station networks: data fields.	6/5/2023	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was E. U., & C. on 6/13/2023)	07/02/2024 - Senate DEAD			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1567	Garcia	Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.	5/26/2023	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was N.R. & W. on 5/22/2024)	08/31/2024 - Senate DEAD			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 2061	Wilson	Sales and Use Tax: exemptions: zero-emission public transportation ferries.	5/1/2024	09/03/2024 - Enrolled and presented to the Governor at 3:30 p.m.	09/03/2024 - Assembly ENROLLED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 2401	Ting	Clean Cars 4 All Program.	8/5/2024	09/11/2024 - Enrolled and presented to the Governor at 4 p.m.	09/11/2024 - Assembly ENROLLED			Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 2815	Petrie-Norris	Clean Transportation Program: electric vehicle chargers.	7/2/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)	08/15/2024 - Senate DEAD			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 301	Portantino	Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.	9/1/2023	06/14/2024 - Vetoed by the Governor. In Senate. Consideration of Governor's veto pending.	06/14/2024 - Senate VETOED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 638	Eggman	Climate Resiliency and Flood Protection Bond Act of 2024.	6/28/2023	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was W., P. & W. on 6/15/2023)	08/31/2024 - Assembly DEAD			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 867	Allen	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024.	6/29/2024	07/03/2024 - Chaptered by Secretary of State - Chapter 83, Statutes of 2024	07/03/2024 - Senate CHAPTERED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 1387	Newman	California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility; schoolbus grant requirements.	6/10/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 6/3/2024)	07/02/2024 - Assembly DEAD			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 98	Carrillo, Juan	Planning and zoning: logistics use: truck routes.	8/28/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 22. Noes 16.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Medium	Other
AB 107	Gabriel	Budget Act of 2024.	6/8/2024	06/26/2024 - Approved by the Governor. Chaptered by Secretary of State - Chapter 22, Statutes of 2024.	06/26/2024 - Assembly CHAPTERED			High	Other
AB 108	Gabriel	Budget Act of 2024.	6/22/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 7/1/2024)	08/31/2024 - Senate DEAD			High	Other
AB 109	Gabriel	Budget Act of 2023.	6/22/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 7/1/2024)	08/31/2024 - Senate DEAD			High	Other
AB 156	Committee on Budget	Public resources: omnibus budget trailer bill.	6/22/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 7/1/2024)	08/31/2024 - Senate DEAD			High	Other
AB 164	Committee on Budget	State government.	6/22/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 7/1/2024)	08/31/2024 - Senate DEAD			High	Other
AB 167	Committee on Budget	Taxation.	6/8/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 7/1/2024)	08/31/2024 - Senate DEAD			High	Other
AB 180	Gabriel	Budget Act of 2024.	8/27/2024	09/03/2024 - Enrolled and presented to the Governor at 3:30 p.m.	09/03/2024 - Assembly ENROLLED			High	Other
AB 218	Committee on Budget	Oil and gas: trailer bill.	8/27/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 25. Noes 8.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			High	Other
AB 817	Pacheco	Open meetings: teleconferencing: subsidiary body.	5/29/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was L. GOV. on 5/1/2024)	07/02/2024 - Senate DEAD	Board Approval 4/19/2023	Support	Medium	Other
AB 1296	Grayson	Bar pilots: regulation of vessels.	6/10/2024	09/11/2024 - Enrolled and presented to the Governor at 4 p.m.	09/11/2024 - Assembly ENROLLED			Low	Other
AB 1465	Wicks	Nonvehicular air pollution: civil penalties.	8/23/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 27. Noes 10.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT		Air District-Sponsored	High	Other
AB 1812	Gabriel	Budget Act of 2024.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET on 1/16/2024)	08/31/2024 - Assembly DEAD	January Budget Proposal		High	Other
AB 1864	Connolly	Pesticides: agricultural use near schoolsites: notification and reporting.	8/15/2024	09/10/2024 - Enrolled and presented to the Governor at 4:30 p.m.	09/10/2024 - Assembly ENROLLED			Low	Other
AB 1866	Hart	Oil and gas: idle wells.	8/23/2024	09/11/2024 - Enrolled and presented to the Governor at 4 p.m.	09/11/2024 - Assembly ENROLLED			Low	Other
AB 2037	Papan	Weights and measures: electric vehicle chargers.	8/20/2024	09/05/2024 - Enrolled and presented to the Governor at 4 p.m.	09/05/2024 - Assembly ENROLLED			Low	Other
AB 2208	Zbur	California Ports Development and Offshore Wind Infrastructure Bond Act of 2024.	3/21/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was NAT. RES. on 3/21/2024)	08/31/2024 - Assembly DEAD			Low	Other
AB 2243	Wicks	Housing development projects: objective standards: affordability and site criteria.	8/27/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 28. Noes 0.). In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Low	Other
AB 2302	Addis	Open meetings: local agencies: teleconferences.		08/27/2024 - Enrolled and presented to the Governor at 12 p.m.	08/27/2024 - Assembly ENROLLED			Low	Other
AB 2309	Muratsuchi	City attorney: state law: misdemeanor.	7/3/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)	08/15/2024 - Senate DEAD			Low	Other
AB 2432	Gabriel	California Victims of Crime Act.	8/19/2024	09/05/2024 - Enrolled and presented to the Governor at 4 p.m.	09/05/2024 - Assembly ENROLLED			Low	Other
AB 2439	Quirk-Silva	Public works: prevailing wages: access to records.	4/1/2024	05/16/2024 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was APPR. on 4/18/2024)	05/16/2024 - Assembly DEAD			Low	Other

Bill #	Author	Subject	Last Amended	Last Status - As of 9/12/2024	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 2453	Villapudua	Weights and measures: electric vehicle supply equipment.	6/24/2024	08/31/2024 - In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Low	Other
AB 2513	Pellerin	Gas stoves and ranges: warning label.	8/5/2024	08/31/2024 - In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Low	Other
AB 2561	McKinnor	Local public employees: vacant positions.	8/23/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 27. Noes 10.) In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Low	Other
AB 2715	Boerner	Ralph M. Brown Act: closed sessions.	4/24/2024	08/27/2024 - Enrolled and presented to the Governor at 12 p.m.	08/27/2024 - Assembly ENROLLED			Low	Other
AB 2900	Soria	Small agricultural truck fleet assistance program.	5/16/2024	08/19/2024 - Enrolled and presented to the Governor at 3 p.m.	08/19/2024 - Assembly ENROLLED			Low	Other
AB 2902	Wood	Solid waste: reduction and recycling.	8/23/2024	09/06/2024 - Enrolled and presented to the Governor at 4 p.m.	09/06/2024 - Assembly ENROLLED			Low	Other
AB 2958	Calderon	State Air Resources Board: board members: compensation.	3/21/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)	08/15/2024 - Senate DEAD	Board Approval 4/3/2024	Support	Medium	Other
AB 3155	Friedman	Oil and gas wells: health protection zones: civil liability.	5/16/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was INACTIVE FILE on 5/30/2024)	08/31/2024 - Assembly DEAD			Low	Other
AB 3233	Addis	Oil and gas: operations: restrictions: local authority.	8/23/2024	08/31/2024 - Read third time. Passed. Ordered to the Assembly. (Ayes 21. Noes 12.) In Assembly. Concurrence in Senate amendments pending. Senate amendments concurred in. To Engrossing and Enrolling.	08/31/2024 - Assembly ENROLLMENT			Low	Other
AB 3258	Bryan	Refinery and chemical plants.	8/20/2024	09/05/2024 - Enrolled and presented to the Governor at 4 p.m.	09/05/2024 - Assembly ENROLLED			Low	Other
SB 107	Wiener	Budget Act of 2024.	6/10/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET on 7/3/2024)	08/31/2024 - Assembly DEAD			High	Other
SB 108	Wiener	Budget Act of 2024.	6/22/2024	06/29/2024 - Chaptered by Secretary of State - Chapter 35, Statutes of 2024	06/27/2024 - Senate CHAPTERED			Low	Other
SB 109	Wiener	Budget Act of 2023.	6/22/2024	06/29/2024 - Chaptered by Secretary of State - Chapter 36, Statutes of 2024	06/27/2024 - Senate CHAPTERED			Low	Other
SB 156	Committee on Budget and Finance	Public resources: omnibus budget trailer bill.	6/22/2024	07/02/2024 - Chaptered by Secretary of State - Chapter 72, Statutes of 2024	07/02/2024 - Senate CHAPTERED			Low	Other
SB 164	Committee on Budget and Finance	State government.	6/22/2024	06/29/2024 - Chaptered by Secretary of State - Chapter 41, Statutes of 2024	06/27/2024 - Senate CHAPTERED			Low	Other
SB 167	Committee on Budget and Finance	Taxation.	6/10/2024	06/27/2024 - Chaptered by Secretary of State - Chapter 34, Statutes of 2024	06/27/2024 - Senate CHAPTERED			High	Other
SB 178	Committee on Budget and Finance	Public resources trailer bill.	8/24/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was INACTIVE FILE on 8/29/2024)	08/31/2024 - Assembly DEAD			Low	Other
SB 312	Wiener	California Environmental Quality Act: university housing development projects: exemption.	7/3/2024	09/09/2024 - Enrolled and presented to the Governor at 3 p.m.	09/09/2024 - Senate ENROLLED			Low	Other
SB 359	Umberg	Automobile dismantling: enforcement.	6/6/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Low	Other
SB 382	Becker	Single-family residential property: disclosures.	6/3/2024	08/23/2024 - Enrolled and presented to the Governor at 2 p.m.	08/23/2024 - Senate ENROLLED	Board Approval 3/6/2024	Air District-Sponsored	High	Other
SB 720	Durazo	Gas corporations: applications and proceedings: employee organization participation.	8/19/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was INACTIVE FILE on 8/22/2024)	08/31/2024 - Assembly DEAD			Low	Other
SB 917	Skinner	Budget Act of 2024.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was BUDGET & F.R. on 1/10/2024)	08/31/2024 - Senate DEAD	January Budget Proposal		High	Other
SB 1045	Blakespear	Composting facilities: zoning.	4/29/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Medium	Other
SB 1046	Laird	Organic waste reduction: program environmental impact report: small and medium compostable material handling facilities or operations.	6/12/2024	09/03/2024 - Enrolled and presented to the Governor at 3 p.m.	09/03/2024 - Senate ENROLLED			Low	Other
SB 1062	Dahle	Conversion of electrical generation facilities using biomass.	7/3/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Low	Other
SB 1193	Menjivar	Airports: leaded aviation gasoline.	6/27/2024	09/09/2024 - Enrolled and presented to the Governor at 3 p.m.	09/09/2024 - Senate ENROLLED	Board Approval 3/6/2024	Support	Medium	Other
SB 1204	Archuleta	Planning and Zoning Law: electric vehicle charging stations.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was RLS on 2/15/2024)	08/31/2024 - Senate DEAD	Spot Bill		Low	Other
SB 1221	Min	Gas corporations: ceasing service: priority neighborhood decarbonization zones.	8/28/2024	08/31/2024 - Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.	08/31/2024 - Senate ENROLLMENT			Low	Other
SB 1234	Allen	Hazardous materials: metal shredding facilities.	6/10/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Medium	Other

Bill #	Author	Subject	Last Amended	Last Status - As of 9/12/2024	Location	Notes	Position	Priority (Low/Medium/High)	Category
SB 1298	Cortese	Certification of thermal powerplants: data centers.	8/19/2024	08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was RLS. on 8/27/2024)	08/31/2024 - Assembly DEAD	Current Position: Oppose Unless Amended Board Approval 4/3/2024 Board to consider "Neutral" position on 9/4/2024 Update: SB 1298 the bill did not meet the 8/31/2024 midnight deadline for bills to be passed by the Legislature. The bill was dead by the time the Board would have considered a change in position at the 9/4/2024, Board meeting; therefore, no action was taken by the Board.	Interim Neutral	Medium	Other
SB 1308	Gonzalez	Ozone: indoor air cleaning devices.	6/11/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was NAT. RES. on 5/28/2024)	07/02/2024 - Assembly DEAD			Low	Other
SB 1505	Stern	Aircraft registration.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was TRANS. on 2/29/2024)	08/31/2024 - Senate DEAD			Low	Other
SB 1510	Stern	Permitting: electric vehicle charging.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was RLS. on 2/16/2024)	08/31/2024 - Senate DEAD	Intent Bill		Low	Other
SCR 136	Durazo	Equity impact analysis of legislation.		08/31/2024 - Failed Deadline pursuant to Rule 61(b)(17). (Last location was RLS. on 4/15/2024)	08/31/2024 - Senate DEAD			Low	Other
AB 6	Friedman	Transportation planning: regional transportation plans: reduction of greenhouse gas emissions.	5/30/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 5/30/2024)	07/02/2024 - Senate DEAD			Low	Transportation
AB 99	Connolly	Department of Transportation: state roads and highways: integrated pest management.	8/15/2024	09/10/2024 - Enrolled and presented to the Governor at 4:30 p.m.	09/10/2024 - Assembly ENROLLED			Low	Transportation
AB 1774	Dixon	Vehicles: electric bicycles.		07/02/2024 - Approved by the Governor. Chapered by Secretary of State - Chapter 55, Statutes of 2024.	07/02/2024 - Assembly CHAPTERED			Low	Transportation
AB 1778	Connolly	Vehicles: electric bicycles.	5/30/2024	08/28/2024 - Enrolled and presented to the Governor at 4 p.m.	08/28/2024 - Assembly ENROLLED			Low	Transportation
AB 1837	Papan	San Francisco Bay area: public transit: Regional Network Management Council.	3/21/2024	07/02/2024 - Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 5/29/2024)	07/02/2024 - Senate DEAD			Low	Transportation
AB 1953	Villapudua	Vehicles: weight limits.	8/8/2024	09/05/2024 - Enrolled and presented to the Governor at 4 p.m.	09/05/2024 - Assembly ENROLLED			Low	Transportation
AB 2234	Boerner	Vehicles: electric bicycles.	6/13/2024	08/28/2024 - Enrolled and presented to the Governor at 4 p.m.	08/28/2024 - Assembly ENROLLED			Low	Transportation
AB 2290	Friedman	Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.	6/13/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 6/24/2024)	08/15/2024 - Senate DEAD			Low	Transportation
AB 2325	Lee	San Francisco Bay Area Rapid Transit District: officers and employees: designation and appointment.	5/30/2024	07/15/2024 - Approved by the Governor. Chapered by Secretary of State - Chapter 106, Statutes of 2024.	07/15/2024 - Assembly CHAPTERED			Low	Transportation
AB 2427	McCarty	Electric vehicle charging stations: permitting: curbside charging.	8/20/2024	09/09/2024 - Enrolled and presented to the Governor at 3:30 p.m.	09/09/2024 - Assembly ENROLLED			Low	Transportation
AB 2448	Jackson	Electric Vehicle Economic Opportunity Zone: County of Riverside.	6/20/2024	09/05/2024 - Enrolled and presented to the Governor at 4 p.m.	09/05/2024 - Assembly ENROLLED			Low	Transportation
AB 2559	Petrie-Norris	Local planning: electric vehicle service equipment: permitting delays.	5/16/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/5/2024)	08/15/2024 - Senate DEAD			Low	Transportation
AB 2678	Wallis	Vehicles: high-occupancy vehicle lanes.	3/18/2024	09/11/2024 - Enrolled and presented to the Governor at 4 p.m.	09/11/2024 - Assembly ENROLLED			Low	Transportation
AB 2697	Irwin	Transportation electrification: electric vehicle charging stations: network roaming standards.	8/23/2024	09/09/2024 - Enrolled and presented to the Governor at 3:30 p.m.	09/09/2024 - Assembly ENROLLED			Low	Transportation
SB 768	Caballero	California Environmental Quality Act: Department of Housing and Community Development: vehicle miles traveled: study.	8/22/2024	09/03/2024 - Enrolled and presented to the Governor at 3 p.m.	09/03/2024 - Senate ENROLLED	Board Approval 4/19/2023	Work with Author	Medium	Transportation
SB 1031	Wiener	San Francisco Bay area: local revenue measure: transportation improvements.	5/20/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was DESK on 5/24/2024)	08/15/2024 - Assembly DEAD			Medium	Transportation/PSPS
SB 310	Dodd	Prescribed fire: civil liability: cultural burns.	8/19/2024	09/04/2024 - Enrolled and presented to the Governor at 4 p.m.	09/04/2024 - Senate ENROLLED			Low	Wildfire/Smoke/PSPS
SB 945	Alvarado-Gil	The Wildfire Smoke and Health Outcomes Data Act.	6/13/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Low	Wildfire/Smoke/PSPS
SB 1176	Niello	Wildfires: workgroup: toxic heavy metals.	5/16/2024	08/15/2024 - Failed Deadline pursuant to Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/7/2024)	08/15/2024 - Assembly DEAD			Low	Wildfire/Smoke/PSPS
Total Active Bills	63							Low: 45 Medium: 8 High: 10	

Note: "Dead" or "Vetoed" bills - highlighted in grey or red - do not count toward the "Total Active Bills"



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 6

State Legislative Update

**Policy, Grants, and Technology Committee Meeting
September 18, 2024**

Alan Abbs

Legislative Officer

aabbs@baaqmd.gov



Action Requested

None; the Committee will discuss this item, but no action is requested at this time.

Presentation Summary

Updates will be provided for the following:

- Air District Sponsored and Co-Sponsored Bills
- Board-Approved Position Bills
- Other Bills of Interest

Dates of importance:

- August 31, 2024 – The last day for each house to pass bills
- September 30, 2024 – The last day for the Governor to sign or veto bills passed by the Legislature before September 1, 2024

Abbreviations: Assembly Bill (AB) | Senate Bill (SB)

Air District Sponsored and Co-Sponsored Bills

AB 1465 (Wicks)

Nonvehicular air pollution: civil penalties.

- This bill allows specified civil penalties to be multiplied by a factor of not more than 3 for Title V sources that violate air pollution control rules, regulations, and permit conditions if the emission contains or includes one or more air contaminants
- Status: Ordered to engrossing and enrolling
- Position: Sponsor

AB 2298 (Hart, et. al.)

Coastal resources: Protecting Blue Whales and Blue Skies Program.

- This bill will require the State to coordinate with important stakeholders, such as federal and local agencies, nonprofits, and the marine industry, to expand the current Protecting Blue Whales and Blue Skies voluntary vessel speed reduction program into a statewide voluntary vessel speed reduction program
- Status: Dead
- Position: Co-Sponsor

SB 382 (Becker)

Single-family residential property: disclosures.

- This bill would, on or after January 1, 2026, require a seller of a single-family residential property to deliver a specified disclosure statement to the prospective buyer regarding the electrical systems of the property, except as specified, and to disclose, in writing, the existence of any state or local requirements relating to the future replacement of existing gas-powered appliances that are being transferred with the property, as specified
- Status: Governor's Desk
- Position: Sponsor

Board-Approved Position Bills

AB 2522 (W. Carrillo)

Air districts: governing boards: compensation.

- This bill will increase outdated compensation limits for board members of local air districts and would authorize an annual increase going forward
- Status: Ordered to engrossing and enrolling
- Position: Support

AB 2851 (Bonta)

Metal shredding facilities: fence-line air quality monitoring.

- This bill requires, on or before January 1, 2027, an air district the jurisdiction of which includes metal shredding facilities to develop requirements for facility wide fence-line air quality monitoring at metal shredding facilities, as provided. This bill requires the Department of Toxic Substances Control (DTSC) to require metal shredding facilities to monitor and report to the department hazardous waste constituents requested by the department
- Status: Ordered to engrossing and enrolling
- Position: Support

AB 2958 (Calderon)

State Air Resources Board: board members: compensation.

- This bill would require the six part-time members of the California Air Resources Board that represent air districts to receive an annual salary equal to other board members
- Status: Dead
- Position: Support

SB 674 (Gonzalez)

Air pollution: covered facilities: community air monitoring systems: fence-line monitoring systems.

- This bill makes several changes to the fence-line monitoring program for communities and petroleum refineries, including expanding the program to include monitoring for biofuel refineries and additional pollutants, applying to contiguous or adjacent refinery-related facilities, increasing the standards for data quality, and providing enhanced processes for notifying affected communities
- Status: Vetoed by the Governor
- Position: Support

SB 1158 (Archuleta)

Carl Moyer Memorial Air Quality Standards Attainment Program.

- This bill would extend the time air districts have to disburse Carl Moyer Program funds from four to six years
- Status: Governor's Desk
- Position: Support

SB 1193 (Menjivar)

Airports: leaded aviation gasoline.

- This bill would prohibit an airport operator or aviation retail establishment, as defined, from selling, distributing, or otherwise making available leaded aviation gasoline to consumers on or after January 1, 2031, as provided. Because these provisions would be a part of the State Aeronautics Act, the bill would impose a state-mandated local program
- Status: Ordered to engrossing and enrolling
- Position: Support

SB 1298 (Cortese)

Certification of thermal powerplants: data centers.

- This bill would increase the size of backup power plants that the California Energy Commission can grant a “small power plant exemption” (SPPE) from environmental review from 100 megawatts to 150 megawatts
- Status: Dead
- Position: Oppose Unless Amended/Interim Neutral*

**The Committee voted to recommend to the full Board removing the Air District’s Board-Approved position of “Oppose Unless Amended” and move to a “Neutral” position. This item was on the agenda for the Board’s consideration at the September 4, 2024, Board meeting. However, the bill had been re-referred to the Assembly Rules Committee and never made it back to the Assembly Floor for a vote. The bill was dead by the time the Board would have considered a change in position; therefore, no action was taken by the Board.*

Other Bills of Interest

SB 1234 (Allen)

Hazardous materials: metal shredding facilities.

- This bill would establish a new statutory framework to ensure comprehensive and safe regulation of metal shredding facilities in California. The new framework would be administered and enforced by the Department of Toxic Substances Control and mirrors the Department's existing regimes
- Status: Dead
- Position: None

AB 98 (J. Carrillo)

Planning and zoning: logistics use: truck routes.

- This bill establishes warehouse standards, requires local agencies to update their circulation elements to include truck routes, and requires the South Coast Air Quality Management District to collect air pollution data near operational logistic use developments in the Counties of San Bernardino and Riverside
- Status: Ordered to engrossing and enrolling
- Position: None

AB 180 (Gabriel)

Budget Act of 2024. (Budget Bill Junior)

- This bill appropriates \$9.9 million from the Oil, Gas, and Geothermal Administrative Fund (OGGAF) to the Department of Conservation, to implement SB 1137 (Gonzalez, Chapter 365, Statutes of 2022), which established health protection zones that are 3,200 feet from sensitive receptors and established additional monitoring and leak detection plans for oil and gas operations and appropriates \$2.32 million OGGAF to the California Air Resources Board for purposes of implementing SB 1137
- Status: Governor's Desk
- Position: None

AB 218 (Committee on Budget)

Oil and gas: trailer bill.

- This bill provides funding to implement SB 1137 (Gonzalez, Chapter 365, Statutes of 2022) and delays various implementation deadlines, including the deadline for air districts to develop memoranda of understanding by 24 months from June 1, 2023, to June 1, 2025
- Status: Ordered to engrossing and enrolling
- Position: None

AB 1122 (Bains)

Commercial harbor craft: equipment.

- This bill requires any diesel particulate filter installed on a commercial harbor craft to be equipped with an emergency bypass system. This bill also delays the compliance dates for towing vessel commercial harbor crafts to replace or retrofit their engines until their next regularly scheduled inspection by the Coast Guard or an authorized classification society
- Status: Ordered to engrossing and enrolling
- Position: None

AB 1296 (Grayson)

Bar pilots: regulation of vessels.

- This bill prohibits a state regulations requiring or compelling the San Francisco Bar Pilots (SFBP) to replace specified pilot station boats unless the state regulation authorizes the SFBP to replace a pilot station boat upon the pilot boat reaching the end of its useful service life, as specified
- Status: Ordered to engrossing and enrolling
- Position: None

AB 2401 (Ting)

Clean Cars 4 All Program.

- This bill would make several changes to the Clean Cars 4 All (CC4A) Program, including but not limited to codifying a statewide CC4A program, potentially reallocating funds between statewide and air district-run CC4A programs, expanding reporting requirements established pursuant to SB 1382 (Gonzalez, Chapter 375, Statutes of 2022), and prioritizing certain CC4A recipients who drive older vehicles greater amounts in more pollution-burdened areas
- Status: Ordered to engrossing and enrolling
- Position: None

AB 2561 (McKinnor)

Local public employees: vacant positions.

- This bill requires certain actions by local public agencies and provides certain entitlements to recognized employee organizations relating to employment vacancies, recruitment, and retention efforts, among other provisions
- Status: Ordered to engrossing and enrolling
- Position: None

SB 310 (Dodd)

Prescribed fire: civil liability: cultural burns.

- This bill authorizes the Secretary of the Natural Resources Agency and local air districts to enter into written agreements with federally recognized California Native American Tribes to waive certain state requirements for cultural burns in ancestral territories, as specified, and expands the definition of burn boss for purposes of the qualified immunity provided prescribed fire and cultural burns in California, among other things
- Status: Governor's Desk
- Position: None

SB 950 (Skinner)

Energy: transportation fuels: inventories: turnaround and maintenance.

- This bill was the Governor's proposal to require minimum oil and gas reserves. Includes provisions related to the timing of turnaround and maintenance
- Status: Dead
- Position: None

Special Session Bill(s)

On August 31, 2024, Governor Newsom called for a special session of the Legislature to address California's gasoline supply and gas price spikes.

ABX2 1 (Hart and Aguiar-Curry)

Energy: transportation fuels: inventories: turnaround and maintenance.

- Introduced on September 3, 2024
- This bill will address and prevent gasoline price spikes at the pump
- Status: Pending the Assembly and Senate convening for the special session
- Position: None

Questions / Discussion

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Vicki Veenker and Members
of the Policy, Grants, and Technology Committee

From: Philip M. Fine
Executive Officer/APCO

Date: September 18, 2024

Re: California Air Resources Board Activities Update

RECOMMENDED ACTION

None; the Committee will discuss this item, but no action is requested at this time.

BACKGROUND

Staff will provide the Policy, Grants, and Technology Committee with an overview of recent California Air Resources Board (CARB) activities and how those activities may impact the Air District.

DISCUSSION

Rulemaking:

2023 Amendments to Area Designations for State Ambient Air Quality Standards

In January 2024, CARB approved proposed 2023 Amendments to Area Designations for State Ambient Air Quality Standards. Among other amendments, the Ozone Area Designation for the San Francisco Bay Area Air Basin was amended from Nonattainment to Nonattainment-Transitional. Amendments are effective October 1, 2024. This change will provide the option of suspending some reporting requirements.

- **Nonattainment** – pollutant concentrations violate the State standard.
- **Nonattainment-Transitional** – pollutant concentrations violate the State standard, but air quality is nearing attainment.

Source: [2023 State Area Designations Regulation | CARB](#)

Zero-Emission Forklift Regulation

Phases out the operation of large spark-ignited (LSI) forklifts in California and will spur the use of zero-emissions alternatives. LSI forklifts are a source of criteria pollutants and greenhouse gases, particularly in parts of the state that continue to exceed federal ozone standards.

Under the rule, manufacturers cannot produce or sell, for use in California, Class IV and Class V LSI forklifts – categories that largely operate on propane, gasoline and natural gas – beginning in 2026. The rule also phases out the use of spark-ignited forklifts by large fleets, defined as 26 units or more, starting in 2028. The phase-out schedule is by model year and designed so that no forklift is required to be phased out before it is 10 years old. Smaller fleets will phase out use of spark-ignited forklifts starting in 2029.

Cumulatively, from 2026 through 2038, the Regulation is expected to reduce statewide emissions from forklifts by approximately 18,700 tons of oxides of nitrogen (NOx), 2,100 tons of particulate matter less than or equal to 2.5 micrometers (PM2.5), 5,000 tons of reactive organic gases (ROG), and 9.4 million metric tons (MMT) of carbon dioxide (CO2) due to the transition away from propane-and gasoline-fueled forklifts to, in most cases, battery-electric and fuel-cell electric forklifts.

Sources:

[CARB Press Release Number 24-14 | June 27, 2024](#)
[Zero-Emission Forklift Regulation | CARB](#)
[Final Statement of Reasons for Rulemaking](#)

Low Carbon Fuel Standard (LCFS)

CARB approved the LCFS regulation in 2009 and began implementation on January 1, 2011. With the goal of reducing the carbon intensity of the transportation fuel pool by at least 20% by 2030, the LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California and encourage the production of those fuels. Since the regulation went into effect, low carbon fuel use has increased. Fuel producers are also taking action to decrease the carbon intensity of their fuels.

Sources:

[Low Carbon Fuel Standard | CARB](#)
[LCFS Basics | CARB](#)

Additional Updates:

Cap-and-Trade Program

On May 8, 2024, CARB issued a press release stating that in the last 10 years, California has funded \$28 billion in climate investments that fight climate change and cut pollution. The funding comes from the state's Cap-and-Trade Program, which charges polluters for the carbon emissions they create in the state. The dollars collected then go to the California Climate Investments program, which delivers the funds to communities across the state.

The investments include a wide range of solutions, such as putting affordable housing near job centers, building the nation's first high-speed rail, and adding zero-emission transportation options in underserved communities. About 76% of project funds have been spent in underserved and low-income communities that face the greatest environmental burdens from pollution.

Source: [CARB Press Release Number 24-09 | May 8, 2024](#)

Cumulative Investments in the Bay Area - *As of November 30, 2023*

- **\$2,744 million** total implemented funds
- **25%** of statewide California Climate Investments funding
- **159,083** projects
- **\$1,997 million** benefiting [priority populations](#)
- **73%** of funds benefiting priority populations
- **21,814,974** metric tons of carbon dioxide equivalent estimated greenhouse gas emissions reductions
- **19,821** tons estimated criteria air pollutant reductions

Source: [California Climate Investments | Region: Bay Area](#)

Community Air Protection Program

In May 2024, CARB announced the expansion of projects that are eligible for funding for its Community Air Protection Program, making it possible for more communities to apply for and receive assistance for proven solutions that reduce emissions and exposure to harmful pollutants. The program brings residents and organizations together with Air District and CARB staff to implement community-driven solutions that tackle the specific environmental challenges each area faces.

The expanded eligible projects include:

- **Community Greening and Vegetative Barriers** – Planting trees and creating vegetative barriers.
- **Paving, Sidewalk, and Bike Path Projects** – Enhancing bike and pedestrian infrastructure to encourage walking and biking over more polluting modes of transportation, which also reduces dust from unpaved roads.
- **Local Agency Partnerships** – Partnering with local agencies, like those that make land use and transportation decisions, to build capacity and increase engagement among the community, air district, and relevant local and regional agencies to inform exposure and emissions reduction strategies.
- **Sensitive Receptors** – Addressing indoor and outdoor air pollution sources to reduce exposure for individuals in or near sensitive receptors like homes, schools, and healthcare facilities. Examples include efforts that target school transportation options, awareness efforts on local air quality conditions or in the installation of air filtration systems.
- **Alternatives to Agricultural Burning** – Projects that reduce emissions from the open burning of orchard and vineyard removals by incentivizing chipping and soil reincorporation, land application, or other methods as alternatives.

Sources:

[CARB Press Release Number 24-07 | May 3, 2024](#)

[Community Air Protection Program | CARB](#)

Zero-Emission School Bus and Infrastructure (ZESBI)

California is launching a new statewide funding program that will put 1,000 new, zero-emission school buses on the road, furthering the state's lead in having the most clean buses in the nation. The ZESBI incentive project pairs zero-emission school bus vehicle incentives through the CARB with charging infrastructure incentives through the California Energy Commission (CEC). The program will distribute \$500 million to school districts and other educational entities to replace aging school buses with zero-emission vehicles and purchase needed infrastructure. Funding applications accepted through September 30, 2024.

Source: [CARB Press Release Number 24-17 | August 27, 2024](#)

Statewide Mobile Monitoring Initiative

On September 5, 2024, CARB announced the launching a new program Statewide Mobile Monitoring Initiative (SMMI) to enhance air quality monitoring across the state, with a heavy focus on communities where residents live near multiple sources of pollution. CARB has awarded a \$27 million contract to Aclima, Inc., a California Public Benefit Corporation that specializes in hyperlocal air quality mapping and analysis. The SMMI is designed to collect data on criteria pollutants, toxic air contaminants, and greenhouse gases in communities through mobile monitoring. Specific monitoring locations for the SMMI will be chosen through a collaborative community engagement process that kicks off with its first virtual public meeting on September 17, 2024.

Sources:

[CARB Press Release Number 24-18 | September 5, 2024](#)

[Statewide Mobile Monitoring Initiative | CARB](#)

Electrify America's Cycle 4 Zero Emission Vehicle Investment Plan

The Volkswagen (VW) Zero Emission Vehicle (ZEV) Investment Commitment required VW subsidiary Electrify America to invest \$800 million in California over 10 years in four consecutive, 30-month cycles, subject to approval by CARB, to address the adverse impacts to California's ZEV program, resulting from the sale of VW diesel vehicles equipped with emissions defeat devices to consumers who believed they were purchasing clean vehicles.

In January 2024, CARB approved the Cycle 4 Plan, covering the period of July 1, 2024, through December 31, 2026. Cycle 4 identifies investments in charging infrastructure, and public education, awareness, outreach, and marketing activities. In aggregate, these investments are designed both to demonstrate the utility of ZEVs and to increase their use in the state. Directs at least 35 percent of investments be in low-income or disadvantaged communities.

Source: [CARB Board Meeting Agenda \(Item 24-1-2 Staff Plan Analysis\) - January 25, 2024](#)

Text below is from CARB Resolution 24-2:

The Cycle 4 Plan forms a complete body of terms for creditable spending in the fourth 30-month cycle, in the amount of \$200 million, and includes only the following types of projects and activities, with spending in the following estimated amounts, unless CARB agrees otherwise in writing;

- ZEV Infrastructure (\$172 million):
 - \$92 million for metropolitan areas in and surrounding Bakersfield, El Centro, Los Angeles-Long Beach-Anaheim, Merced, Modesto, Oxnard-Thousand Oaks-Ventura, Redding, Riverside-San Bernardino, Sacramento, San Diego-Carlsbad, San Francisco-Oakland-Hayward, San Jose-Sunnyvale-Santa Clara, Stockton-Lodi, Vallejo-Fairfield, and Yuba City; and
 - \$80 million for station upgrades, operation and maintenances, and demand charges for existing sites.
- ZEV Education, Awareness, Access, and Outreach (\$8 million):
 - \$5 million directed to education and awareness to increase ZEV adoption;
 - As part of this investment, the ZEV Equitable Access Program (ZEAP) will provide support to community-based organizations in California and will focus on disadvantaged or low-income communities; and
 - \$3 million directed to Electrify America-branded marketing to further station utilization;
- Allowable overhead (up to \$20 million).

Source: [Resolution 24-2 | CARB](#)

Zero-Emission Vehicles

On June 6, 2024, CARB issued a press release stating that sales of new zero-emission medium- and heavy-duty trucks in California in 2023 have doubled from the prior year and now represent 1 out of every 6 new vehicles sold for services that include last-mile delivery, freight transportation, and school buses.

With 18,473 medium- and heavy-duty ZEVs sold in California in 2023, the state has exceeded its Advanced Clean Trucks (ACT) goal two years ahead of schedule and is selling five times the required amount. Since 2021, a total of 26,921 medium- and heavy-duty ZEVs have been sold in California.

Source: [CARB Press Release Number 24-11 | June 6, 2024](#)

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Daniel Meer

Reviewed by: Viet Tran

ATTACHMENTS:

1. California Air Resources Board Activities Update Presentation



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

California Air Resources Board Activities Update

**Policy, Grants, and Technology Committee Meeting
September 18, 2024**

**Viet Tran
Deputy Executive Officer
of Public Affairs**

vtran@baaqmd.gov

Action Requested

None; the Committee will discuss this item, but no action is requested at this time.

Presentation Outcome

- Staff will provide the Policy, Grants, and Technology Committee with an overview of recent California Air Resources Board (CARB) activities and how those activities may impact the Air District

Presentation Summary

Rulemaking

- 2023 Amendments to Area Designations for State Ambient Air Quality Standards
- Zero-Emission Forklift Regulation
- Low Carbon Fuel Standard

Additional Updates

- Cap-and-Trade Program
- Community Air Protection Program
- Zero-Emission (ZE) School Bus and Infrastructure
- Statewide Mobile Monitoring Initiative
- Electrify America's VW Investment Plan
- Zero-Emission Vehicles (ZEVs)

Rulemaking – Amendments to Area Designations

2023 Amendments to Area Designations for State Ambient Air Quality Standards

- In January 2024, CARB approved proposed 2023 Amendments to Area Designations for State Ambient Air Quality Standards. Among other amendments, the Ozone Area Designation for the San Francisco Bay Area Air Basin was amended from Nonattainment to Nonattainment-Transitional
 - **Nonattainment** – pollutant concentrations violate the State standard
 - **Nonattainment-Transitional** – pollutant concentrations violate the State standard, but air quality is nearing attainment
- This change will provide the option of suspending some reporting requirements
- Amendments are effective October 1, 2024

Source: [2023 State Area Designations Regulation | CARB](#)

Rulemaking – Zero-Emission Forklift Regulation

Zero-Emission Forklift Regulation

- Approved by CARB Board on June 27, 2024
 - The final rulemaking package was submitted to the Office of Administrative Law (OAL) on August 2, 2024. OAL has until September 16, 2024, to make a final determination
- Regulation phases out the operation of large spark-ignited (LSI) forklifts in California and will spur the use of ZE alternatives. LSI forklifts are a source of criteria pollutants and greenhouse gases, particularly in parts of the state that continue to exceed federal ozone standards
- Will yield \$7.5 billion in health benefits and save fleets over \$2.7 million in operating costs

Source: [CARB Press Release Number 24-14 | June 27, 2024](#)

Rulemaking – Zero-Emission Forklift Regulation (cont.)

Zero-Emission Forklift Regulation

- Cumulatively, from 2026 through 2038, the Regulation is expected to reduce statewide emissions from forklifts by approximately 18,700 tons of oxides of nitrogen (NO_x), 2,100 tons of particulate matter less than or equal to 2.5 micrometers (PM_{2.5}), 5,000 tons of reactive organic gases (ROG), and 9.4 million metric tons (MMT) of carbon dioxide (CO₂) due to the transition away from propane- and gasoline-fueled forklifts to, in most cases, battery-electric and fuel-cell electric forklifts

Sources: [Zero-Emission Forklift Regulation | CARB Final Statement of Reasons for Rulemaking](#)

Rulemaking – Low Carbon Fuel Standard

Low Carbon Fuel Standard Regulation (LCFS)

- CARB approved the LCFS regulation in 2009 and began implementation on January 1, 2011
- With a goal of reducing the carbon intensity of the transportation fuel pool by at least 20% by 2030, the LCFS is designed to encourage the use of cleaner low-carbon transportation fuels in California and encourage the production of those fuels
- Since the regulation went into effect, low carbon fuel use has increased. Fuel producers are also taking action to decrease the carbon intensity of their fuels

Sources: [Low Carbon Fuel Standard | CARB](#), [LCFS Basics | CARB](#)

Update – Cap-and-Trade Program

- The Cap-and-Trade Program charges polluters for the carbon emissions they create in the state. The dollars collected then go to the California Climate Investments (CCI) program, which delivers the funds to communities across the state
- The program has funded \$28 billion in climate investments in the last 10 years, already delivering \$11 billion to more than half a million projects that fight climate change and cut pollution. The remaining \$17 billion will fund more projects in the coming years
- About 76% of project funds have been spent in underserved and low-income communities that face the greatest environmental burdens from pollution

Source: [CARB Press Release Number 24-09 | May 8, 2024](#)

Update – Cap-and-Trade Program (cont.)

Cumulative Investments in the Bay Area - *As of November 30, 2023*

- **\$2,744 million** total implemented funds
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- **159,083** projects
- **\$1,997 million** benefiting [priority populations](#)
- **73%** of funds benefiting priority populations
- **21,814,974** metric tons of carbon dioxide equivalent estimated greenhouse gas emissions reductions
- **19,821** tons estimated criteria air pollutant reductions

Source: [California Climate Investments | Region: Bay Area](#)

Update – Community Air Protection Program

- In May 2024, CARB announced the expansion of projects that are eligible for funding for its Community Air Protection Program, making it possible for more communities to apply for and receive assistance for proven solutions that reduce emissions and exposure to harmful pollutants
- The expanded eligible projects include Community Greening and Vegetative Barriers, Paving, Sidewalk, and Bike Path Projects, Local Agency Partnerships, Sensitive Receptors, and Alternatives to Agricultural Burning

Sources: [CARB Press Release Number 24-07 | May 3, 2024](#)
[Community Air Protection Program | CARB](#)

Update – Zero-Emission School Bus and Infrastructure

- California is launching a new statewide funding program – the [Zero-Emissions School Bus and Infrastructure \(ZESBI\)](#) – that will put 1,000 new, zero-emission school buses on the road, furthering the state’s lead in having the most clean buses in the nation. The ZESBI incentive project pairs zero-emission school bus vehicle incentives through the CARB with charging infrastructure incentives through the California Energy Commission (CEC)
- \$500 million to school districts and other educational entities to replace aging school buses with ZEVs and purchase needed infrastructure
- Funding applications accepted through September 30, 2024

Source: [CARB Press Release Number 24-17 | August 27, 2024](#)

Update – Statewide Mobile Monitoring Initiative

- CARB is launching a new program Statewide Mobile Monitoring Initiative (SMMI) to enhance air quality monitoring across the state, with a heavy focus on communities where residents live near multiple sources of pollution
- SMMI is designed to collect data on criteria pollutants, toxic air contaminants, and greenhouse gases in communities through mobile monitoring
- Specific monitoring locations for the SMMI will be chosen through a collaborative community engagement process that kicks off with its first virtual public meeting on September 17, 2024

Sources: [CARB Press Release Number 24-18 | September 5, 2024](#)
[Statewide Mobile Monitoring Initiative | CARB](#)

Update – Electrify America (VW Investment)

Background: In 2016 and 2017, CARB, the California Attorney General's Office, the United States Department of Justice, and U.S. EPA entered into a series of settlements with Volkswagen (VW) to resolve federal and California claims for VW's use of illegal defeat devices on its diesel vehicles. Among other remedies in the settlements, VW is required to invest \$800 million in California over 10 years in four consecutive, 30-month cycles, subject to approval by CARB. Electrify America is a VW subsidiary

Source: [CARB Board Meeting Agenda \(Item 24-1-2 Staff Plan Analysis\) - January 25, 2024](#)

Update – Electrify America (VW Investment) (cont.)

- In January 2024, CARB approved the Cycle 4 Plan, covering the period of July 1, 2024, through December 31, 2026. Cycle 4 identifies investments in charging infrastructure, and public education, awareness, outreach, and marketing activities. In aggregate, these investments are designed both to demonstrate the utility of ZEVs and to increase their use in the state
- Directs at least 35 percent of investments be in low-income or disadvantaged communities
- Increased use of ZEVs will help the state meet its air quality and climate change goals
- [Volkswagen ZEV Investment Commitment | CARB](#)

Update – Zero-Emission Vehicles

- The sales of new ZE medium- and heavy-duty trucks in California in 2023 have doubled from the prior year, now representing 1 out of every 6 new vehicles sold for services that include last-mile delivery, freight transportation, and school buses, according to a [report](#) released by the state
- With 18,473 medium- and heavy-duty ZEVs sold in California in 2023, the state has exceeded its Advanced Clean Trucks (ACT) goal two years ahead of schedule and selling five times the required amount. Since 2021, a total of 26,921 medium- and heavy-duty ZEVs have been sold in California

Source: [CARB Press Release Number 24-11 | June 6, 2024](#)

Questions / Discussion